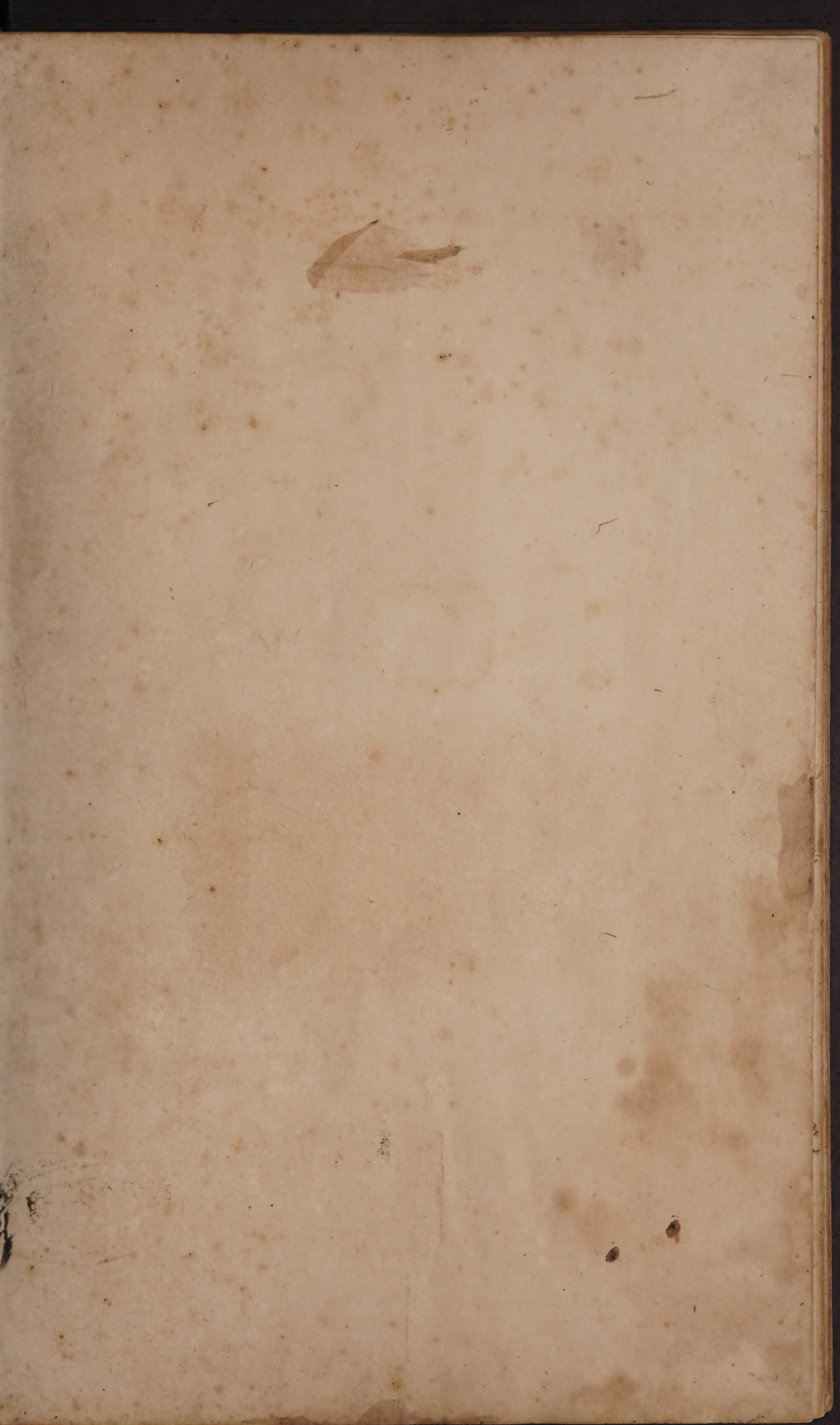
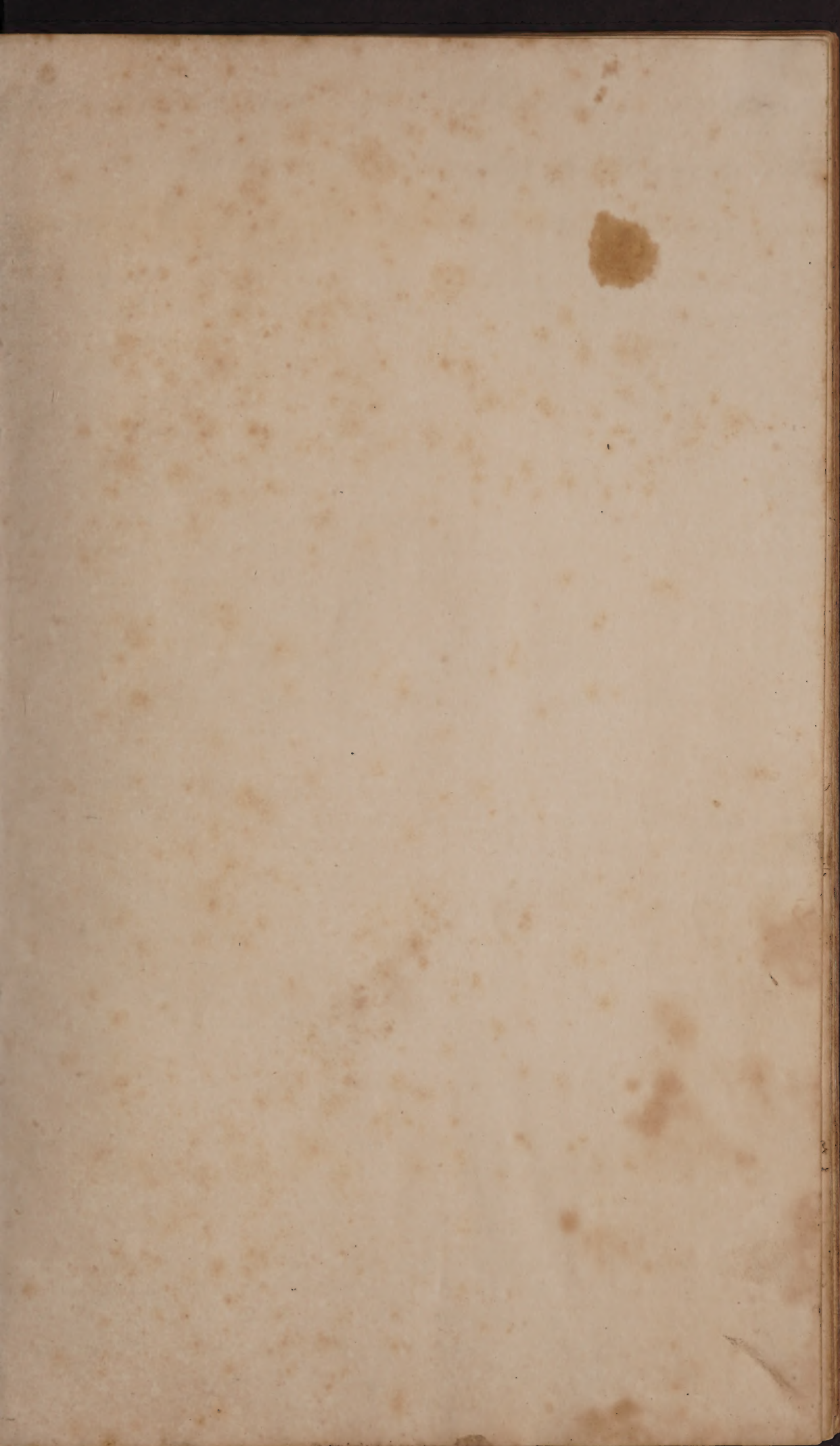










1845. Journal of A. Whaling Voyage
by Libbens Stockbridge of Hanover. Ms

June 19th Hauled out into the stream from
New Bedford

" 20th Broke out and stowed down between decks

" 21st Dropped down below the Light and dropped
anchor. Wind S. West and rain

" 22 Sunday, Reindeer the Pilot and Hove up
anchor and stood for the Western Island
Passed Gay Head about noon about five o'clock
Capt Called all hands Aft and Host the
Whatches and boats crews I am in the chief
mates Watch also in this boat, Starboard Watch
and Starboard Quarter Boat 2^d mate has
the Starboard Quarter Boat, 3^d mate the
Waist Boat the 4th mate the Bow Boat
Wind South and Cloudy

" 23. Wind N West Steering E by S. 1/4 South
Boatstewards engaged in rigging Boats and
Grinding Irons.

24th Steering same as yesterday Wind about
the same. Broke out between decks and stowed
down to give more room, Green Hands all
sick myself among the rest,
sent a man to the mast head for the first ^{time}

25th Boatstewards engaged in grinding Irons Green hands
making scrub brooms,

26th Boat crews Practised rowing & C
Course E by South. Good Weather

27th Fine morning afternoon Squally
hard Shower of rain Able Seaman to work
in the rigging.

28th Good Weather Steering E by South
Saw the spout of a Whall, but Capt
nothing more of him, expected he went
down, did not Lower either Boat,

29th Squally with rain blew a gale
in the evening

30th Thick fog and rainy

July 1st Wind South and East rainy boat
stewards engaged making Boat Sails in
the fore hold between Decks

July 2^d Wind West Boats Crews exercised in rowing

3^d Calm weather exercised in rowing again
4th Celebrated the 4th by practising rowing the Chief mate throwed his hat overboard to practice upon with their crews cut the hat all up into inch pieces mate cut the 2^d mates Lance warp off and shivered his Pole had glorious fun

5th Saw a School of Black Fish and the Spout of a Sperm whale Starboard & Larboard Boats for him it being about dark and so far off, we came back without fastening

6th man at the mast head saw something about 12 miles to Leeward which he took to be a Sperm whale though he lay perfectly still for a long time the Starboard Boat lowered away for him pulled along side the mate was very confident it was a nice sperm whale told the Boatstewers to stand ready to give it to him but after pulling a little nearer ascertained it to be a large Log having a root sticking up which resembled the hump in a sperm whale.

7th Good breeze from the N.W. Saw sail on our weather Bow, In the Latitude of the Western Islands

8th Broke out in the Main Hold for Bread and Water

9th Spoke the Wm. Ackers of Liverpool Capt Stagback bound home from the Pacific Ocean on a trading voyage, last from Sandwich Islands via Valparaiso, Loaded with Logwood Pulled Capt Simons aboard of her with the Starboard Boat, Let her have some sperm Oil and Paint,

10th Raised a school of Black Fish the Larboard Boat, Fastened the other Boats after pulling after them about five miles gave up the chase and set sail and returned to the ship and found the first Captive saying we seek after kaffing off the Blubber ~~throwed~~ ^{cut} off and the Liver and tender lines ~~threw~~ ^{threw} the rest overboard, and had some of them cooked, we all ate a hearty supper. Smooth & sail in sight and on our weather bow like other on our bow.

- 11th The sound of Land ho! from the mast head kept good look out through the night in the morning were in full view of the
- 12th Islands of Coroo and Flores two Islands of the group of the Azores or Western Isles run in on the South Side of Coroo and hove too and run up our Flag soon a boat put off from the Shore, we Lowered our Starboard Boat and the Capt pulled off to meet it one of our crew belongs to this Island he had been gone from home two years he went ashore with the Capt and spent about three hours and then returned with him to the ship ready for another two years cruise a boat of the Portuguese came off with them and hauled along side of the ship and went to gabbering with the Portuguese part of our crew, they had some small cheese to sell about the size of a saucer which they traded with the crew for tobacco and clothes, few bottles of wine and some eggs some of them had not getting any Potatoes or onions as we expected, after stopping 4 or 5 hours we squared our yards and set sail for Fayal another of the group, ~~judging~~ about 100 miles to the South East. Coroo is a small Island there is only one town and that is on the South side containing about 7 or 8 hundred inhabitants the houses are built of mud of a chocolate color all but the meeting house and the Governor's which are painted white, it being high land with a gradual ascent we had fair view of the land which was divided off into plantations on which were growing wheat corn and potatoes beans watermelons bananas pumpkins &c. together with the town at the waters edge, gave it a most beautiful appearance.
- 13th Hove in sight of the peak of Pico having a gradual ascent like a sugar Loaf, clouds are to be seen below the top 10 o'clock There she blows! from the mast head lowered and went in pursuit of the supposed whale but after pulling up to them ascertained them to be what whalmen term Killers a species of fish which destroy the whale. so we returned to the ship somewhat disappointed.

14th There the Blows! from the mast head Where
Away? from the Capt. about 3 Points on the
Weather Bow Side. then the order comes to Brace
up the yards so as to run down to Board and
head him off soon the order comes to Lower away
the Boats which is no sooner given than obeyed;
the Larboard and Starboard Boats Pulled together
for him the Larboard Boat beating, having Pulled
some 5 miles the Capt made Signals informing
us the whales were right ahead of the Ship our
Boat up sails and stand in that direction
pulling at the same time but the Larboard
Boat seeing the spout of a whale in the direc-
tion in which we were first pulling kept on and
soon come up with a large sperm whale and just
eased before our boat had time to Pull back to
them there being some mistake in the signal
our boat Pulled Back and arrived at the scene
of action just in time to see him take what whale
men term his Flare which is after he has got
done spouting blood and is in his last agonies of
death he runs a little way and turns up on his
Belly and gives himself up to his conquerors,
the Bow boat had arrived before us and fastened
to him. the Waist boat coming up after us to witness
the death. this whale was taken with more ease than
they usually are having made fast with a warp to his
Fluke (which is his tail) the Bow boat started for
the ship to get ready for our reception, the other
boats after refreshing themselves with some bread
which was brought for the occasion fastened to one another
and hoisted sails and Pulled with a song for
the ship towing him along side in triumph.
after a long Pull of about 12 hours.

15th Engaged in cutting in the whale and hoisting in
his head which took the whole day being called
out all hands at daylight. French ship passed near

16th Commenced trying out the blubber as fast as
it was cut up into pieces about a foot wide and
2 feet long being in some places 18 inches thick
after which it was taken on to what is termed a
mincing horse and cut up in thin slices with
long knives with two handles which cuts very
fast after which it is transferred to the try Pots after
the oil is all supposed to be out the scraps are
skinned out and used to keep the fires going, then

the oil is bailed out into a large square Copper vessel which is called the cooler and there permitted to cool after which it is put up in casks.

17th Still trying out the oil Proves to be a large whale.

18th Finished trying out the whale after 5 days of hard labor working 18 hours out of 24. raining incessantly last night through the night. makes 100 barrels and 20 gallons. His head making 33 barrels which is considered a large whale.

~~After~~ Bagged in cleaning decks and bulworks of the oil. spoke the Caroline of New London 14 days out clean, reported the Ship Thomas Williams burnt off Fagal is supposed she was set on fire purposely as she was insured very high and being an old ship, a boats crew from our ship pulled Capt Simmons aboard of her and the mate of her took a boats crew from their ship and came aboard of us, which is termed gaming by whalers, after staying ^{made signal for his boat.} about an hour the Capt

19th Been standing in for Fagal all night arrived off the town about 8 o'clock which is a beautiful sight from the ship lying at the water's edge in the cove which makes into the land the fruit trees and grain and vegetables growing in the rear gives it a splendid appearance. Lowered away a boat and pulled the Capt ashore after which the boat returned (after stopping awhile) and another crew took their turn, soon there was a boat load of Portuguese along side with cheese, (like those they brought from Carvo) and fruit and eggs which they wished to trade with the crew for clothes or money striped shirts appeared to be in the greatest demand soon a lighter came alongside and took our oil to the shore which is to be sent home as a trophy of our success. after which a boat load of Potatoes, Beans, Turnips Cabbages, and Eggs came off to us which we took on board and after receiving the Capt we shaped our course for the Cape De Verde.

20th Fine weather spoke the Illinois of Sag Harbour Capt went on board of her and took supper a boats crew came aboard of us with their mate, 21 days out clean.

21st Broke out for water &c

22nd Engaged to work about decks.

23rd Broke out for vinegar and meat, Prepared some of the Cabbage, and Onions, Cucumbers, &c for Pickling

24th At work about decks making Spungara and sent Boatstern to work in the rigging

25th at work shifting some casks of water between decks, from the Starboard on to the Starboard side. Dead Calm after supper the ships crew amused themselves by swimming around the ship had fine sport.

26th All hands are called out at 4 o'clock to scrub decks every morning. The Starboard watch had sport last night hoisting a fellow out of his berth up the gangway by the name of Joseph Austin who is notorious for going below and sleeping, in his watch on deck the 2^d mate went below and made fast around his legs and told his men to hoist away they did so and he found himself on deck standing his watch, in a hurry. A light breeze springing up from the Eastward.

27th Sunday. Blown a stiff breeze all day carrying all sail, in the direction of the Cape De Verdes, they being about 14 degrees distant. steering South by West. very rough, some of the hands sick.

28th Have taken the trade winds from the North East, running for the Cape De Verdes, at the rate of 10 knots an hour at work making sunset.

29th Latitude 21 north Cape De Verdes 7 Degrees distant all sail set. at work making sunset. the Capt gave us watch below in the afternoon for the first time.

30th Wind dies away somewhat, although there is good breeze at work about 12 o'clock some out water in the afternoon in the evening a flying fish flew in on to the deck of the ship and caught by one of the hands.

31st At work setting up the rigging fore and aft. Calm weather 2 sails in sight.

August 1st A light breeze springs up from the N.E. & E. Land Ho! from the mast head is hoard, at 7 o'clock the watch is set and a sharp look out is kept during the night.

[2^d In full view of the Island of St. Anthony one of the Cape De Verdes, a Signal is made from the shore for us to stand in. the Capt supposing the inhabitants wishing to trade stood in

land at 7 o'clock lowered away the Larboard boat and pulled the Capt ashore being about 8 miles off after pulling in for the town we found we couldnt expect a landing at that place for the breakers and was obliged to pull down the shore about 5 miles to find good landing place about noon the boat came off for some goods which the Capt had sent for, to trade with, such as pulico, cotton cloth, tobacco, hardware, &c. having loaded the boat with such articles another crew take the boat ashore and stop till after sunset when they came off leaving the Capt to spend the night, bringing some bananas and grapes which were delicious to our tastes, as we were not used to such nice fruit. after hoisting up the boat we stood off and on all night.

3^d. Larboard boat again goes ashore and soon returns with the Capt and a merchant who came aboard to examine the merchandise after breaking out in the lower hold for cases of goods we stowed the boat with shoes and boots and cloths. and started for the shore again the boat going to and from the ship all day continuing the trade which kept all hands hard at work all day. breaking out for goods and tacking ship. in the evening the Portugese boat came off with about 30 hogs, and 150 chickens for us which we took on board and such a squealing and cawling was never heard I think as was heard aboard of us that night, all this being transacted on Sunday being greatly in contrast with the quiet manner of spending the sabbath as I was accustomed to by going to church, the inhabitants of these Islands take Sunday for a holiday, spend it in dancing this being a favorite amusement among them, as we can testify aboard of this ship as we are favoured with one there wakes every night. having ten or 12 of them before the mast besides the 2^d and 4th mates stood off and on again during the night which made plenty of work for us, did away calm about 12 o'clock at night.

- 4th It being calm the latter part of the night found ourselves some distance from the land in the morning. however after breakfast again lowered away and pulled for the shore carrying some more trade bringing in return fruit principally grapes, and bananas, it not being the right season for pine Apples and other fruit of the Climate, about 12 the boat returned the 2^d time with the Capt on board who immediately ordered all sail put on the ship and we left the Island for Brava another of the groupe lying about a degree and a half to the Southward. this Island ^{being} the most northerly Island of the groupe and right glad were we to leave it after tacking about for 2 or three days for the purpose of allowing the Capt an opportunity to trade for his own self. the crew not receiving any benefit from the trade, only as we got some fresh provisions for the voyage, in the evening passed the Island off St. Vincent saw one of our store ships lying in there could not ascertain her name.
- 5th found ourselves out of sight of land about noon the wind dies away calm crew at work about decks the Carpenter and Cooper engaged making coops for the Fowls —
- 6th spoke a Brig But could not ascertain to what nation she belonged or where she was bound, 2 men were called aft and flogged for fighting.
- 7th Calm weather do not make much progress towards Brava Capt thinks he has made a mistake in this reckoning it being time to be up with it.
- 8th Remains Calm, and very hot at work making scum on deck. Broke out for water. Light breeze springs up in the eve.
- 9th Very little wind. Sail the! from the near head where always? right ahead by 11 o'clock a brig was to be seen on our weather Bow about 5 miles off Capt ordered a boat to be lowered for the purpose of ascertaining if possible where away the land lays found her to be a Dutch Brig from Hambury bound to Brazil could not find out much about the land.

19th at work about decks making spar yard
and scummet, a sharp lookout for land
by all hands being anxious to see Brava.
Especially the Passengers who began to think
they never shall see home.

10th ^{Smoggy} Very little wind in the morning a light
breeze springs up about 8 o'clock. Land tho!
from the mast head about 11 ~~o'clock~~ ^{and soon}
Fogo and Brava ~~are~~ plain to be seen right
ahead Fogo is a volcano about 14 miles high
about 5 o'clock the Starboard Boat Towers away
the Capt, 2^d and 4th ^{mates} and passengers go ashore
being about 5 miles off.

11th Stood off and on all night in the morning the
Passengers come off after some of their chests &c.
the crew back and forth all day although the
Capt did not trade much at this place.
Traded so much at St Antoine, 2^d and 4th mates
and 5 of the crew belong there the Capt stops
day or two to give them an opportunity to see
their friends, got a few fine apples but could
not get much fruit it not being the right
season. Custom House officer comes aboard leaves on

12th men to prevent smuggling. After landing 5
Passengers and shipping 4 men ~~not~~ began to make
preparations to leave, about 5 o'clock Sail too!
from the mast head, and soon a large ship
was to be seen on our weather Bow. Standing right
in for the Island there being a fine breeze she
was not long coming down to us proved to
be the Charles W. Morgan which sailed about
a fortnight before us. she belongs to same
man that our ship does. our Cabin Boy's father
is master Capt. Sampson, the lowers away a
boat and pulls their Capt ashore soon our boat
comes off with our Capt and there also the
2^d mate, brought aboard a bullock and a goat
from the shore, all hands being aboard, after
pulling Capt. Sampson aboard of this ship both
ships squared away and left the Island with
a smacking breeze and hard rain. The Cape De
Verdes lie in latitude 10 north they have the
appearance of barrenness 3 or 4 miles from the shore
but on passing we find there are some valleys that
look green, the land being high they present
a rather ragged appearance, the Chief and 4th
mates had a fight on the water sick today.

- 13th Fine weather good breeze. the Charles W^m Morgan on our weather Bow she rather beats us sailing, about 9 o'clock lowered away Starboard hove and pulled Capt Simmons and the cabin boy aboard of her and came back with her mate about 10 o'clock in the evening both ships back their maintopsails and lower away again and go after the Capt.
- 14th Capt Sampson of the Charles W^m Morgan came on board and spent the day in the evening his 3^d mate came after him bringing our mate who had been aboard of her all day.
- 15th Rainy, with not much wind the mate of the Morgan came aboard and got some clothing pump hook & C. Cleared off towards night.
- 16th Fine morning all hands engaged at work setting up the shrouds, fore and aft in the afternoon raining all engaged ^{parted company with the} ~~it was raining~~ ^{Sunday}
- 17th Fine weather A Sail on our weather Bow. there are rumours on board that we are bound to Pernambuco.
- 23rd Been engaged this week setting fore and main rigging rattling down & C have had very warm weather for a few days.
- 27th Today we crossed the Equator.
- 30th Painting the Starboard and Larboard Boats

September 8th The Welcome Sound of Land
Ho! is heard from the mast head.
Small eyes were gazing in the direction
designated by the Lookout, a long
cloud could just be discerned as far
as the ^{eyes} could reach which experienced eyes
knew to be Land, but to mine it looked
more like a cloud, which as one after another
rose above it seemed to sink in the
Ocean.

4th Our whaleboat came on deck this morn-
ing and found themselves in full view
of the City of Pernambuco which lies
in Latitude 8 South, on the Coast of
Brazil, it contains about 60 thousand
inhabitants is a considerable place of
trade, a great many Dry Hides are
shipped from here to the United States
we ran close into town and backed our main
topsail and the Capt ordered the Waist
Boat lowered away which was no sooner
said than done, the crew pulling the
Capt ashore and stopping all day returned
to the ship about sunset. Bringing some
watermelons and Coacoanuts.

5th Another boat crew took the boat and
pulled ashore for the Capt, as he was
only going to stop here long enough to
have his Chronometer repaired, after
landing and putting the Chronometer in
the boat, the Capt returned up in town
to get something he had forgotten, on
coming to the boat and getting ready
to push off it was found one of the crew
was missing they immediately commenced
a search for him but in vain, the Capt
then made application to the city author-
ities and they sent all the soldiers
in the city to look for him after search-
ing untill near sundown were about to
give it up, when he returned to the boat
it appears he had made an attempt
to run away from the ship, but after
dodging the soldiers all day and
not shaking his wag out of the City
for the dogs which annoyed him, he thought
it best to return to the ship.

We received the Capt on board and braced up the yards, and stood out to sea bidding farewell to Pernambuco which presents a fine view from the sea being surrounded with the cocoanut groves on either side all along shore. It has some very high buildings some of them 6 stories high. the work is chiefly done by Negroes which carry their burdens on their heads. They have there a singular kind of boat with which they sail around the harbour called Catamarans constructed by fastening two or three cork logs together, and have but very little appearance of boats, except their sails, with the help of which they glide very swiftly over the water.

6th All hands called aft to witness the punishment of the man who ran away yesterday. the Capt ordered him seized up in the main rigging he then gave him a dozen lashes with the Coll, which made the fellow scream and roar terribly. he then ordered him cut down and told him to go forward and told the mate not to let him go in the boat again when he was laying off, and on at any port, exchanged signals with a New York ship but could not ascertain her name.

12th Engaged in painting the Waist and Bow boats and the two spare ones.

13th Carpenter and mate at work repairing the jolly Boat in Latitude 19 South fine Breeze steering South East.

15th Sent down the main topsail and mixed top gallant sail and bent new ones instead good wind going at the rate of 9 knots in hour foremast hands engaged sorting potatoes as they had begun to rot very bad.

16th sent down the fore topsail and bent a new one, rainy in the afternoon.

18th Broke out for St. Louis. now coming into cold weather.

19th Good weather carrying studding sails, at work mending sails.

23rd Saw a Sail on our Lee Beam. the weather grows much colder as we go south beam rainy and squally few days past.

28th Sunday. Blowing a stiff breeze
from the North East the top sail
the parted and let the yard down
29th The wind increases almost to a
gale obliged to take in sail running
off before it with double reefed
fore and main topsails a colored
man named Jacob was hauling out
the fore topsail reef tackle with a
Portugee named Alexander when
the Chief mate came forward and
says to Jacob Damn you! haul along
Jacob answers I am hauling all I can
when the mate threw a barrel hoop
at him and came up and struck him
side of the head and in the mouth
he then dragged him aft and called
the Capt. The mate then flogged him
with the main topsail brace after
sieging him up in the mizzen rigging
after he had given him ^{3 or 4} dozen
the Capt gave him Six Lashes number
with the ~~mizzen~~ topsail buntline the
fellow bore it like a hero not uttering
a groan or shriek he kept him on
deck all day the next day at ^{noon} with
his back so sore and lame he could
scarcely move such is the brutality
of Officers on ship board. This man
was kept on deck in his watch below
and made to work as hard as the rest.

October 1st Ascertained that in the late
storm the wind had been so powerful
as to split our fore topmast. To-day we
have sent it down and sent up a
spare one which was put on board in
case we needed one.

4th Latitude 41.42. South steering S. East
Fine weather since the storm we frequently
see spouts of whales but they have all
proven to be Fin-Backs a species of whale
that sound so deep that it's almost impos-
sible to take them they also swim so
fast it makes it difficult therefore
whalemen do not very often lower for them.

- 5th Sunday A beautiful morning seems like a May morning at home, ~~all through~~ it is an ~~October~~ morning it is a spring to us.
- 7th Blows hard from the South West going under reefed topsails.
- 8th A Squall struck us to-day it blew very hard for about 15 minutes so hard that after it passed the sea was much smoother than before.
- 10th Calm, Sails all aback we have now doubled Cape of good Hope and are in the Indian Ocean. Run engaged today sending down the fore-top sail and sending the old one, sent out the old gib sent in the new one, raised a sail yesterday morning right ahead stood after her all day this morning saw her on our Starboard Quarter having beat her.
- 11th Very light breeze in the afternoon laid our main yard aback and waited for the ship to run down to us it proved to be the *Clematis* of New-London. Lowered away the Starboard Boat and pulled the Capt. aboard of her the boat returned with their Chief mate about dark a boat from their ship came alongside with both Captains stopped awhile and then returned.
- 12th Laid our main yard ~~back~~ ^{up} again and ~~the~~ ^{received} the Capt. and a boat crew from the *Clematis* on board, our Starboard Boat crew with the Chief mate went on board of her and both ships Companies had a good gain. They are 7 months out with 75 barrels of Oil having taken three small sperm whales and 17 Black fish, had one boat stove, about 2 a dock both boats returned to their ship a breeze springing up and looking like bad weather.
- 13th Blew a gale through the night of the night in the ^{morning} it ~~is~~ ^{is} ~~blowing~~ ^{blowing} increased so much were obliged to take the Bow boat in on deck for fear of carrying it away. 6 o'clock the wind abated, shook out the reefs and set the fore top and studding sail.

- 14th Good breeze carrying fore-topmast and main top gallant studding sails. took a Porpoise to-day which made an excellent meal for us.
- 15th Blowing hard increased to a gale by 9 o'clock P.M. obliged to take in all sail but foresail and closed reefed the main-top sail.
- 16th gale abated so we to shake out the reefs P.M. had studding sails set, a sail right astern
- 17th nothing occurred to-day worthy of notice.
- 18th took a Porpoise to-day
- 21st Blowing hard, looked for a right whale but it proved to be a Fin back, spoke the Carolina of New London took 2 right whales yesterday.
- 22^d Spoke the Gen. Scott of New London with 150 barrels oil 4 months out all well.
- 23^d Lowered away 3 times for right whales but did not succeed in taking any.
- 24th Spoke the Bark Jasper of New Bedford 17 months out with 1150 barrels of oil the crew on an allowance of 2 ounces of meat and $\frac{1}{4}$ of a biscuit a day treated badly by a rascal of a Captain, one man sick and seen so most of the voyage had experienced a gale which knocked off her head and caused her to leak badly, 4000 strokes in 12 hours, we supplied her with provisions enough to last her home. The crew all very much dissatisfied with their treatment. I sent a letter by her down
- 25th Fell in with a ship's fore-top gallant yard and mast with rigging and the remains of a sail attached from the appearance of the rigging took it to belong to an English ship who had in a gale cut away her fore top gallant mast and lost it, the said ship new and all had the appearance of not being long in the water, spoke the ^{off} the Hamilton of New Bedford 3 months out with 3 Blackfish, their Capt and a boats crew came on board of us and a boats crew from our ship went on board of them.
- 26th The Larboard Boat took a right whale which made about 50 barrels.
- 27th The Larboard Boat took another right whale spoke the Copia of New Bedford

about 4 months out had taken 3 whales.

29th Gamed with the *Wm Hamilton* again
November 2^d Gamed again with the *Wm Hamilton*, after returning from a chase for whales which proved unsuccessful there being 7 boats but after them which galled them, our Larboard boat ^{beat the Hamilton} Larboard boat pulling.

3^d Lowered for whales 3 points on our Lee Bow but did not succeed in taking any. The Chief mate and 2^d mate had some words about laying on to them, after returning to the ship.

4th The Waist Boat fastened to a whale the Iron Boole, after ^{runnig} about 2 miles the Larboard Boat fastened to him and killed him he made 38 barrels.

5th The Larboard boat took a whale

6th The Starboard Boat took a whale

7th The Waist Boat took a whale

8th Fell in with a dead whale and, traced the blubber found it to be good took him in P.M. Spoke the Black Warrior of N. London they informed us that the bark Martha of Fairhaven is fastened to 4 whales on the 7th and lost two of them supposed the one we picked up to be one of them. Supplied the warrior with clay to build up her try works, she having caught fire and burnt then down came near losing the bark. she was 6 months out with 350 barrels.

9th Finished boiling out

10th Spoke the bark Martha of Fairhaven Capt Bailey 700 barrels 15 months out. Stowed down our oil.

11th Gamed with the bark Martha, rumors on board about going to the Island of St Paul to go in there and fish.

12th Made all sail on the ship bound to the Island

13th The Larboard Boat took a whale

14th Finished boiling out. 12th we spoke and gamed with the ships Louell & Alcott of N. London, the Cabin boys sent for wine.

15th Sunday Rough weather under closed

- reefed Main top sail. Doubled reefed Fore
top sail and Fore top mast stay sail.
- 17th Made the Island of Amsterdam. stood
in for it the Starboard and Waist Boats
went in under the Land to fish and caught
about 60 Cuvie aboard and started for
St. Paul.
- 18th Made the Island of St. Paul on our
weather Bow we anchored near the Island
by 5 o'clock. Laid off and on all night.
- 19th in the morning the Starboard Boat went
ashore and obtained a few fish and the
dog of the inhabitants. This Island is
situated in Lat 40 South 88 East it is a
very rough looking Land it bears the
appearance of ^{having} been one day a volcanic
eruption, there are now hot springs to be
found there. there are only a few families
reside on this Island which are French, who
obtain a living by fishing.
- 20th Exchanged Signals with a English ship
now bound for New Zealand.
- 21st raised a right whale and lowered
for him but he was going to windward so
fast were not able to take him.
- 22nd rough weather some signs of a gale coming on
- 23rd The wind increased to a gale, shortened
sail to a close reefed Main top sail
and fore-top mast stay sail and hope the
ship to ship a sea which stove the
waist boat. Being the hardest gale
we have experienced since we sailed, the
seas run mountains high enough to make
a land's man stare and tremble with
fear myself not able to do duty.
- 24th The wind blowing lulled a little, kept
the ship off before the wind.
- 25th 5 o'clock P.M. exchanged signals with an
American bark.
- December 1st Spoke the Bark Hoogly
Capt Thomson of Warren R.I. 15 about the
out 450 barrels sperm oil Capt Sumner
went on board of her, informed them who
the President was. they had not seen a
ship for 4 months before had lost their
steward who had died in port.

- Decr 4th To day the Chief Mate struck
two foremast hands named Hunting-
don, ^{and a Portuguese named Manuel} it seems the men from the
mast heads and wheel were eating
their supper when the mate sung out
take in sail these men not going on
deck but continued eating when the
mate came to the fore castle gangway
and seeing the Blacksmith standing
at the foot of the stairs says "you Blacksmith
God damn you! Blacksmith what are
you doing down there ^{then} eating my supper
sir I came from the wheel who else down
there he says. Huntingdon then goes up
followed by the Portuguese Manuel. He
struck at Huntingdon and hit is that
when he turned around and says "you
had better not strike me", when he
he struck him a full blow in the nose
which glanced off under his eye. He also
struck Manuel on the head each
blow accompanied with the most horrid
oaths saying "its time enough to eat your
supper when we are done taking in sail, dont
you let me catch you at that again,"
- 5th Took three Porpoises which gave us a fresh
mess all around. Huntingdon's eye looks
very bad from the effect of the blow received
from the mate.
- 6th I went on deck to-day to work having got
better
- 12th I have been troubled for some days past
with a very hard toothache came to the
conclusion to-day to have it out
and did so.
- 15th Tackled again with the Piles so bad as
not to be able to do duty.
- 17th Made the Land ascertained it to be Van
Diemens Land
- 18th Out of sight of the Land going to Stewarts
Island to cruise for whales
- 19th The Larboard Boat took a Sperm Whale
- 20th Cut in our whale and started the works.
- 22nd Finished boring out, raised a right whale and
lowered twice for him but did not
succeed in taking him. 6 months out
350 barrels

- 23rd Stowed down our oil
 25th Made the Land and stood in for it
 26th went in to Stewart's Island and dropped
 our anchor.
 29th Hove up our anchor and stood out for a cruise
 having obtained a supply of Potatoes and fish,
 this Island is inhabited by natives and a few Eng
 fishermen and Americans took on board 3 men
 two of them had left a ship about a year ago.
 30th Sailed 2 schools of sperm whale the Starboard
 Boat succeeded in taking one.
 31st Boiled out our oil.

January 1st 1846

- 2nd Took 3 Porpoises. Gamed with the
 Schooner Amazon belonging to Stewart's
 Island.
 4th Struck a Right whale with the Lar
 board Boat, the Iron draved and we
 lost him.
 5th Gamed with the Fortitude of Hobartown
 8 months out 900 barrels.
 6th The Fortitude took a large sperm whale
 we took 6 Porpoises
 7th The Bow Boat took a sperm whale.
 8th Boiled out makes 68 barrels
 9th Stowed down oil
 12th The Larboard and Bow Boats each took
 a sperm whale; the Starboard and Waist
 Boats both got stove in the action. Spoke
 13th Finished Cutting in the Robert Bond of Valence
 14th Coming on to blow hard we went in to
 Stewart's Island
 15th weighed anchor and stood out
 16th Finished Boiling out
 17th Stowed down the two whales making
 135 barrels
 21st Spoke the St George of New Bedford
 which sailed about 2 weeks before we did she
 hauled 600 barrels, 150 sperm.
 26th Blowing a gale of wind squared the yards for
 Chatham Islands.
 27th The gale still increasing, the sea carried
 away our Larboard Boat, 2 o'clock P.M. the
 wind died away. Before sunset we had all
 sail on.
 29th went in to Otago and anchored this is a

small settlement on the east side of the Middle Island containing 4 or 5 grogshops and a dozen or 15 houses, we found 6 sail lying in here, owing to the wind we had to come to anchor outside after lying here an hour and pulling the Captain ashore we weighed anchor and stood in for the harbour we ran inside of all the ships and were astonished to find ourselves aground, after working all day with the aid of other crews, we got them off and came to an anchor in 4 fathom of water.

30th 2 boats crews went ashore wooding.

31st again went ashore wooding were obliged to hack the wood nearly a mile to the boats which was very hard work and were glad to have this was the last day wooding.

February 1st The Captain gave all hands liberty to-day, after pulling 2 boats crews ashore the wind blew up a gale so that the boats could not get back to the ship, obliged to send down topgallant yards, the mate gave the men a charge upon going ashore to be on the beach at sunset at sunset the wind having abated the boats came off to the ship and some of the ^{crew} were somewhat intoxicated from the too frequent use of the ^{strong} drink.

2^d The remainder of the crew went ashore on liberty, and some of them came aboard in much the same situation the others did.

3^d Broke out for the Captains trade, and went ashore after the remainder of the wood.

5th Weighed anchor and left Stags then not being much wind we towed the ship out side, a merchant Brig came out the same time. Shaped our course for the Chatham Islands the Brig keeping in company, raining very hard.

8th Raised a Right whale and lowered for him the Starboard boat got onto him but the tierced Flukes just as the Boatsteer was going to fasten.

9th Blowing a stiff breeze from the N.E. parted company with the brig leaving her ashore.

- 15th The Capt made an alteration in time giving us 8 days this week My birth day being 21 years old the age to which every young man wishes to reach, blowing a stiff breeze from the S. W. carried away a fore-topmast studding sail boom.
- 16th Washed the outside of the ship. Calm weather
- 17th Painting ship a man fell over board cut away the buoy which are lashed to the stern of the ship for the purpose of saving men, and he swam to them lowered away a boat and picked him up without anything happening to him only getting a good wetting.
- 21st Finished tarring down rigging.
- 25th Painting boats raised the land off the lee bow supposed it to be one of the Society Islands then a dead calm for a number of days
- 27th Saw two sails one off the lee bow the other right ahead, the Island lying off the lee bow about 8 miles distant lowered away the waist Boat and a crew pulled the Capt ashore, returned about sunset with a boat load of bananas, times &c. the Namackas came off with a boat load of sweet potatoes also, and we all had a fine treat after being without fruit long, ascertained the name of the Island to be Tooulouai one of the Society Islands. Otaheite lying 4 Degrees to the northward, shaped our course in that direction.
- 28th Steering N. by W. Otaheite being 180 miles distant
- March 1st Sunday a beautiful day all hands laying about decks reading.
- 2nd Saw a Schooner on our weather beam. Saw 3 other sails 2 on the weather bow 1 on the beam, land ahead, the Capt saw Otaheite with his spy-glass to the windward.
- 3rd The wind being unfavourable, the Capt concluded he would not go to Otaheite but keep on to the Sandwich Islands.
- 4th Came up with an Island called Mister. Two Namackas came off in their canoes bringing some bread fruit &c. the Larion

Boat went ashore and come back when the passengers concluded they would stop here in preference to going to the Sandwich Islands. Consequently 4 of them were pulled ashore in the Starboard boat, the other preferring to stay on board the ship. The boat came back and we left the Island leaving the poor fellows with the natives relying on the chance of some ship happening along to take them to Otaheite.

7th Made the Chaina Island another of the group of Society Islands, being very low land lying partly out of ^{the} water and part under, looking like separate Islands extending almost as far as the eye could reach each way.

9th Calm with occasional showers of rain.

10th remains calm making little or no progress towards the Sandwich Islands.

11th Raised a school of sperm whales the Starboard and Larboard boats each took a whale, finished cutting in about 5 o'clock.

12th Commenced boiling this morning. Finished boiling about 10 o'clock. Both whales making 30 barrels the Capt gave us ~~watch~~ and watch this fare, which was something that had not happened before the voyage. Blowing a considerable breeze, but unluckily, it was dead ahead for us.

Saturday March 14th 1846
Latitude 9° 27' South.

One o'clock A.M. in the Middle watch
I was awoken by the cooper who informed
me that it was two bells and my
watch on deck, I having gone in my watch
below, on top of the Hurricane House and
laid myself down in an old boat as
was the practice <sup>(as it was so warm before and the days fairly
hot that we could not sleep)</sup> of the watch
soon as sleep not being awake consequently
I slept two hours of my watch on deck, on being
awake I instantly got up and jumped down
on deck where I was met by the mate
who says "you don't turn out when the
watch is called do ye sir?" says I yes sir
when he gave me 12 or 15 blows I should
think with all the force he was capable
of over my head and in my face, and ^{on the} body with
sawdust rope spliced together making
two parts forming what sailors term a
strap, at that time I saw James B. Watson
(the Blacksmith) at the wheel and Fred-
erick C. Leavens, Lawrence M. Brown,
Hazen Huntington, Joseph Austin, and a
Portuguese named Peter Antoine standing on
the quarter deck who all witnessed the
flogging, after standing there with them
about 30 minutes not knowing what they were
there for, and the mate not telling me to
stop there, an act of nature called
me to the forward part of the ship
where after performing it I took a seat
on the Windlass I had sat there about
5 minutes when I perceived him coming around
the corner of the try-works, crouching along
like a cat in pursuit of his prey. He came
up to me and says "what are ye laying
down here for you buggers" the same time
giving me a blow on the head with the same
instrument he had used before. I immedi-
ately arose and told him when he struck
me the second time I told him to stop
mauling me whereupon he struck me
again and gave me a push and told me
to march aft I told him I would but I

wanted him to stop striking me he con-
tinued pounding me I turning round and
facing him till he had flogged me ft
to the cabin gangway and continued it aft
I got there for some minutes as near as I
could judge without counting he gave me
about 35 blows when he stopped and went
up on the weather side when I spoke says
I those blows will cost you something sir
whereupon he jumps at me with the fury
of a tiger exclaiming "you say you will
make me pay for it do ye? then I will be
revenged on you. ^{damn your eyes!} I'll give you some more. I'll
willingly pay for it" at the same time
striking me as hard as its possible for a
man to strike. I bore about a dozen blows
telling him to stop all the time but finding
it coming harder and harder I took hold
of him and pushed him up against the
binnacle and held him as well as I could
to prevent his striking. still he used all
exertions to keep his ~~in~~ strap going ~~on~~
which he did with his left hand I having
hold of his right arm and his collar, he
saying strike me you bugger will you? says I
no sir I dont want to strike you I want
to keep you off of me, finding he could not
disengage himself he called to the third mate
who was in the waist and told him to call
the Capt which he did the Capt came on
deck and says to the mate "whats the matter
this bugger has been striking me struck me
twice" the mate replies I says no sir I havent
struck him I only pushed him off to keep
him from striking me sir. I told him he had
been manuling me for the last hour, says the
mate "you lie you bugger you struck me twice
and turns to the Capt and says "I told him to
come aft and he stood awhile and started
forward I see he wanted to do a job and I let
him go pretty soon I went forward and found
him lying on the windlass I sent him aft with
a rope and he struck me twice" which was false
for neither did he tell me to stand aft when
I came off of the house, nor did I strike him,
nor was I lying on the windlass but sitting in a reclining

position. The Capt. tells the mate to let me
alone, and goes below and dresses himself and
came up and told the mate to seize me up
in the rigging and ordered the 3rd mate Mr.
Hudson to get him a piece of rattling stuff
the order was obeyed by Mr. Simmons the
Chief mate who made me fast in the main
rigging with my arms extended as high
as I could reach without taking my feet
off deck the Capt. then took the piece of
rattling stuff from Mr Hudson and whipped
the end, and commenced flogging on my back.
I only having on at the time a thin cotton shirt
much worn, he having ordered me to take my
jacket off before seizing me up he gave me
13 lashes and stopped a minute or two and
then gave me 11 more making 24. He using
both hands and all the exertion in his
power seeming almost exhausted when he had
done he says "now you, can make me suffer
for this when you get home as you told
Mr Simmons but I don't want you to tell
any one so here, do you understand that?"
yes sir. "I want you to perfectly understand
it do you understand it, it don't sound
well on board the ship," I perfectly understand
it sir. "I think you'll need a little more
I don't think it will do you any good with-
out I give you some more, do you think that
will do?" yes Sir I think that, I do Sir
I am willing to twin out day or night to
wait upon you, then he walked aft to let
me stay about 10 minutes then ordered the mate
to cut me down which he did, thus flogging
me in the night with one watch below, as it
was a fine moonlight night. Mr Hudson
the 3rd mate, Charles Fitzgerald, Samuel
O Fisher, Boatsteerers, Frederick Hawthorne
the Cooks all stood in the waist and saw
the mate flog me aft, from the try works, and
the Capt, after I was seized ~~up~~ up, the same men
stood aft on the quarter deck and saw the engage-
ment with the mate, and the flogging by the Capt,
that saw the first attack on me by the mate, also
Mr Antoine the 4th mate came up out of the cabin
while the mate was flogging me the last time
Martin Gomes sat on the windlass when the mate

Came forward and flogged me Joseph Manuel and John Brava also saw it. These three being Portuguese Manuel Brava another Portuguese saw the Capt flog me. Most of the crew saw my back, which was in a bad condition being cut through to the bone. The flogging is as to leave stains through my shirt and was so painful that I slept but little for that night after, by using a liniment I obtained of one of my ship-mates I got some relief, although my back was so sore and lame, I went on deck to work when the watch was called after breakfast, and worked all day.

15th To-day being Sunday I went on deck after breakfast and washed my body stripping my back entirely bare so all could see it. The Capt came forward to light his pipe (I standing just abaft the windlass) therefore he could not be seeing his work, as he stood for some minutes at the corner of the try works talking with the 2^d mate Mr Pierce who with the 4th mate Mr Antoine also stood there, after which ~~he~~ Mr. Pierce got into the Bos Boat and took a seat. I continued washing for about 10 minutes, Joseph Manuel washed my wounds at the time.

16th Bugged weather there being a heavy head sea on, all hands on deck repairing old foresail.

17th Saw two schools of Blackfish, all hands on deck mended the old main sail and bent a new one.

18th Stowed down oil fine weather Lat 4th South.

19th Set up the main topmast stays and mended bent the old foresail.

20th Set up the head stays.

21st Raised a school of sperm whales and lowered for them, and got most onto them when they went down and the boats returned to the ship.

22nd Sunday 9 months out to day. Crossed the line at 12 o'clock M.

24th At work sewing the head rigging and finished setting it up.

25th At work at spinnage and repairing sails.

- 26th At work getting up forecater on the flying-gibboom fore and main top-gallant masts, as it blows a stiff breeze from N.E.
- 27th A sail in sight ahead. Came up with her it proved to be the Richard Mitchell of Nantucket ¹⁸⁴⁰ months out 1300 barrels of sperm oil the Capt of this ship did not allow his men to gun. He came aboard and took supper.
- 28th The Richard Mitchell out of sight.
- 29th Fine weather carrying studding sails.
- 30th Sent down fore and mizen royals and repaired them sent up skysail poles.
- April 1st Blowing a stiff breeze in the morning afternoon died away calm.
- 3rd A sail in sight on the Starboard beam
- 4th Spoke the Archer of New Bedford Capt Snell 10 months out 200 ^{hump} Right Whale Oil 20 Sperm 3 other sails in sight.
- 5th Passed the Island of Owyhee one of the Sandwich Islands memorable as the place where Capt Cook the great navigator was killed by the natives.
- 6th Fixed and came to an anchor off La Perouse Island of Noove found about 60 American Whalers there waiting for the N. West. as we came to an anchor we were visited by the Capt of the Port and a white flag was run up to our mainmast head as a signal that he had been on board.
- 7th The Starboard watch ashore on liberty while the Starboard watch are preparing to receive recruits.
- 8th The Starboard watch ashore on liberty we amused ourselves by walking about town &c in the afternoon the Cooper myself and few others hired horses and rode about 5 miles into the country visited the colleges and missionaries we had a fine view of the town and harbour from the high country one of the finest prospects I ever saw, after riding till nearly sunset and enjoying ourselves finely we returned our horses to their owners and went to the beach where the boat was waiting for us to take us on board the ship.
- 9th Today the Starboard watch ashore while we were talking in water and potatoes &c. I received two letters from home which was very pleasing to me.

- 10th Today our watch has liberty so we have it in rotation The Starboard watch one day the Larboard the next.
- 11th Larboard watch taking in recruits &c. while the other watch are ashore on liberty.
- 12th Today being Sunday some shipmates and myself went to the natives Church which is a large plain edifice built of wood in American style although the roof was covered with a kind of grass with which the natives cover all their houses. we found it well attended and the service was conducted with as much devotion and good order as any meeting I ever attended after service they all retired to their homes as regularly as any assembly although we could not understand the language of the preacher we were considerably interested with the singing &c. after church I visited the reading room which is kept for the benefit of seamen by the missionary here I found newspapers from home beside papers printed in Oahu, tracts, books &c.
- 13th This morning weighed anchor and got under weigh while getting under weigh a warp parted with which we were fast to the Stalira in order to swing clear of other ships, which brought us in contact with the St. George her jib-boom became entangled in our fore rigging carried away her jib-boom Spritsail yard &c. and our forward mast by coming up with our back and main stays and hard pushing with poles to keep them apart we cleared them and came to an anchor again the 3^d mate of the St. George was somewhat hurt by falling while in the act of clearing the ships, although not dangerously in the evening we again got under weigh and left Mowee (bound to Oahu) after receiving 3 days liberty and obtaining recruits for our crew, we discharged our cook here on account of his being sick, took on board 3 passengers for Oahu.
- 14th Arrived and came to an anchor off Honolulu, Oahu, after a pleasant run of 12 hours from Tahina broke out and commenced hoisting the tops and general merchandise ashore.
- 17th Still at work breaking out and hoisting goods meat, flour &c. having to turn out at 3 o'clock in the morning and work till dark, and all

for him, it not being ships duty still we are obliged to do it, and that without saying a word against it. —

- 18th After a hard days work finished getting the Capt's merchandise ashore although there is a large amount remaining in the ship.
- 19th Weighed anchor and set sail for the N. West Coast, the Capt. having finished his trading, and shipped a Cook. Honolulu is quite a business place which is carried on same as at home there are some fine buildings among which are the Kings Palace, Channans Chapel and 4 or 5 Churches beside many private dwellings. There are wharves and every thing appears thriving as at home more so than any place we have visited left the Ship Luminary of Warren P.S. there repairing having sustained serious damage in a gale of wind shipped a sea which carried away her wheel cabin gangway, stove her bulworks and swept a gun over the top of the rail together with 5 of her crew. Ship Marango sailed in company with us, had a race with her and beat her.
- 20th Laid off and on at an Island Called Attou where the Capt. took on board 2 natives for the cruise they having sworn off to the boat it being against the law of the government to ship natives from this Island.
- 21st Sent down 8 by sail poles stored down cables.
- 22nd Fine weather sent down Main sail main top sail and fore gallant sail and beat old ones ashore to windward.
- 24th Spoke and gamed with the Milton of N. Bedford some ship saw 22nd had a fine crew and officers the crew seemed to enjoy their service the best of any crew I have seen. Their officers being very kind, they considered her a good sailer but we beat her.
- 25th All hands on deck engaged in breaking out fore and after holds, and stowing back to make room. The Milton on our weather quarter, not feeling well I obtained permission to stop below this afternoon.
- 26th Some better this morning although I have had a severe pain during yesterday and last night in the head, back and bowels caused I suspect by shaping on deck.
- 27th All hands engaged breaking out for shoals which the Cooper is to prepare to hold oil for the North West.

28th Today the Capt saw fit to give us a watch below. One of the boatswains and a foremast hand sick below having been taken a few days out of Port.

29th We find it becomes cooler as we go North so much so it is quite uncomfortable standing Masthead and watches nights, although we have about 25 degrees farther North to run. Saw the spout of whale the first out of port, passed him took him to be of the species called Sulphur Bottoms, steering N.N.W. with studding sails out.

30th Going along with a smacking breeze from S.W. at the rate of 9 knots. Breeze increased to a gale obliged to take in sail. ^{increased rapid gust} sent down

May 1st The gale abated during the night. Jacob Thorden seized in the main rigging and received 33 lashes for striking Hazen Huntington with whom the boat had some words about the grub. Huntington having a bad eye from the effect of the blow, the Capt flogged him with a piece of rattling stuff and every blow made him writhe like a serpent. They were so severely applied.

2^d Engaged in breaking out water from the fore hold and passing to the main hatchway to fill pipes between decks so as to give room to stow oil. Blacksmith hurt by a bucket falling from deck into the lower hold striking him on the head. The Capt called him aft and bled him which relieved him. The wind blowing again almost a gale with a heavy sea on the fore top gallant. Studding sail boom fell from the topsail yard and came very near killing 4 or 5 who stood forward. It struck me on the back but fortunately did not hurt me as I stood near the rail it struck that about the same time ^{which} broke the force of the blow.

3^d The wind still blowing hard with a heavy sea both in top gallant sails, very cold relieve most heads every hour.

5th Blowing a gale with occasional squalls of snow and hail.

6th Weather much as yesterday very cold the Carpenter set a stove up in the forecabin.

7th Spoke the Gos. Troup. Silvery. New Bedford
21 months out between 26 and 27 thousand barrels
oil 200 sperm they had lost their Capt
(junior) the mate succeeded in office who
is a Portuguese their Capt was on board of us
and our mate was on board of them all day
There she Blows! from mast head right whale
the boats from both ships lowered away and had
a chase the Gos. Troups boats fastened but lost
him our boats returned; a boat from the Gos. came
and took their Capt and he went to the scene
of action but unfortunately for him he lost him.
Took in sail and stood boats crew watched having
now arrived at the whaling ground.

8th All hands called at 4 o'clock The mate
came into the fore castle and ropes ended Thomas
Alden because he did not turn out quite as
quick as he thought he might, gave him 25
blows on the back. The Gos. Troup took a whale
on our larboard quarter, we saw plenty but did
not lower they being too far off and running.

9th Spoke and traded with the ^{Barb Party} Superior of New London
21 months out, 500 barrels whale oil having been on
the ground since 1st March but had not taken
a whale and only one last season, supplied her
with boat boards and a few potatoes, lowered for
whales after pulling 8 or 10 miles returned
to the ship unable to fasten.

10th Sunday, lowered again for a right whale twice but
could not succeed in fastening, fine weather for the
climate, although rather cool, 3 ships in sight.

11th Has been blowing a gale for 3 days past took in
sail and all hands were here below except one
boats crew, all hands called at 4 o'clock in
the morning breakfast at 5 dinner at 11 supper at 5
P.M. gale somewhat abated shook the reefs out of
the topsails and set topgallant sails.

16th Blowing hard spoke the Gos. Troup again she
had taken one whale since we saw her.

17th Sunday Lowered twice but with no success.
Brown and Blacksmith had a quarrel
Blacksmith went to the Capt and complained
of Brown he called them aft and talked
to them told them they both deserved a flogging
but did not give it to them thus showing
a partiality in flogging one for fighting and
not another.

- 18th Blowing a gale ship rose to under a double reefed main topsail mizzen Staysail and fore topsail Staysail, a large whale passed near the ship but it blowed too hard to lower.
- 19th Good weather for whaling the waist Boat fastened to a right whale but the line parted and lost him the Starboard Boat fastened and killed a whale which sunk and the boats returned to the ship having fastened to two whales losing both of them.
- 20th Lowered for whales in company with a ^{fleet} ~~fleet~~ ship but with no success. P.M. breezed up to a gale took in sail and hove to.
- 21st Gale abated. galed with the ship we saw yesterday which proved to be the Corrolanus Capt Appleton belonging to Mystic 19 months out 5 to barrels ship in a leaky condition leaking 4000 strokes every 12 hours.
- 22nd The Bow Boat took a whale while blowing a gale so it was hardly safe to lower a boat we however succeeded in saving him by using great exertions the men being nearly exhausted by the time we got him alongside. 11 months out today, first whale on the Nor. west.
- 23rd Engaged in cutting in and started the works.
- 24th Sunday. Boiling Spoke the Corrolanus again and supplied her with wood &c. Blowing a gale.
- 26th Finished boiling last night whale making 130 barrels spoke. the 700 Troupe they had lost whale taking him alongside Sunday in the gale lost 7 or 8 Irons 5 lines 2 spades &c. The Corrolanus had picked up the whale yesterday but would not give him his lines &c. supplied them with lines. 27th Spoke the Hercules Tiber New Bedford 10 months out 300 barrels.
- 28th The Starboard boat took a whale the Starboard and Foremost Boats both fast to the same whale by some mismanagement on the part of the Chief Mate in the killing of the whale the Starboard Boat (which is the mates boat) came in contact with the waist boat (which is the 3rd mates boat) and stove her, she immediately capsized and filled the Bow boat being at hand picked up the men and towed the straining boat to the ship. fine weather.
- 29th Cutting in the whale, two ships in sight. I have had a violent tooth ache the last 24 hours the Capt attempted to extract it but

failed the instruments slipping off at every trial which caused me great pain, finished cutting and commenced boiling. weather continues good.
30th Calm weather the sea without a ruffle. suffered great pain with my tooth during the night this morning the Cooper succeeded in taking it out. which instantly relieved me. The Bow Boat fastened to a whale which instantly struck the boat with his flukes Staving her badly in two places knocking the boatstewards out of her together with all the oars. Shattering the stern and head although not seriously and injuring the Chow Parson who was a Portagee named Manuel the Carboard boat picked them up and returned to the ship Manuel was hoisted on board and carried into the cabin insensible. such are the dangers to which whalmen are exposed after the boats returned the whale continued around the ship throwing his flukes about like a mad creature I suppose the Iron in him gave him some pain or perhaps he might be triumphing over what he had ^{and} the Capt ordered the two remaining boats to go and try to fasten to him again he not being more than a quarter of a mile from the ship which they did but returned after working around him about an hour he keeping about such a distance from them all the while, he had found out they were an enemy and meant to keep out of the way and baffle any attempt to strike him so he kept his flukes going constantly.

31st Blowing hard. Manuel hurt considerably is out of his head it is the opinion he will recover however. Finished boiling making us 155 barrels so we now hail 1000 barrels.

June 2^d Stowed down oil. Spoke and gained with a Dutch Whaler called the Guid Pool, which in English means South Pole she belonged to Amsterdam 9 months out 1 whale she had 4 Coopers 2 Carpenters, and a doctor Capt Simons went on board after the boat returned with the doctor who gave some directions in regard to the treatment of Manuel and then returned to his own ship. They had lost their Capt on the passage out she was the largest whaler we have seen since left home being

most 700 tons barilla.

- 3rd At work scraping bone gamed with the Dutchman again Lowered again for a whale in company with chased him for 4 miles clear around the ship but with no success. —
- 4th Lowered yesterday but with no success today the Starboard Boat took a small whale, cut him in but blowing hard did not start the works.
- 5th Still blowing, all hands below but about 7th P.M. the wind lulled started the work.
- 6th Finished boiling, blowing a severe gale ^{which} carried away the Waist Boat away, she being on the Bow Boats Cranes. Sunday.
- 8th Blowing hard, although not quite so severe as last night & raining uncomfortable day however, we were kept on deck and at the nose head when it is so rugged it is not safe to lower a boat while the despot is down in his cabin, toasting himself at a good fire or reclining on his sofas or amusing himself in any way he thinks best.
- 9th The gale is over and it has been a severe one the worst we have experienced since we left home it is now as calm as a mill-pond.
- 10th Lowered Boats for whales 4 times today but they were so wild could not get on to them.
- 11th Lowered twice with no better success than yesterday Fine weather and smooth water.
- 12th Gamed with the Gos. Troup who had taken 2 whales since we last saw them being almost full only wanting 3 or 4 whales more also spoke and Gamed with the Liverpool Capt. Wile. of New Bedford 23 months out 1800 barrels chased whales in company with both ships there being 9 boats at one time after one whale but there are so many ships on the ground it keeps the whales galled all the time so that it is almost useless to lower for them.
- 14th Sunday Spoke the ~~Wm~~ Hamilton and gamed all day with her, Lowered for whales twice but with no success, afternoon the Gos. Troup came down to us so there was more gaming supplied him with pigging, coal &c. we obtained a boat of them ⁱⁿ place of the one we lost. The Hamilton had taken 3 whales on her. Still remains good weather.

Re- 15th Lowered twice and at last the Starboard Boat succeeded in fastening and killing a middling sized whale. Mr Pierce killing him at one dart of the lance. Wm Hamilton

in sight to windward. Fine weather.
16th Latitude 3° 31' Cut in and started the works spoke the Wm Hamilton again she

17th had taken a 200 barrel whale. Blowing a heavy gale. The Starboard Boat fastened to a large whale which ran to windward the sea being so rugged and he going with such force as to crack the boat and start most of the nails in her which caused her to leak bad the Bow and Starboard Boats pulling up the Bow Boat fastened to him while the Starboard Boat fastened to another whale which ran away to seaward so far they were obliged to cut from him, while the other ran to windward the leak increasing in the Starboard Boat and the line getting foul of the Bow Boat line they were obliged to cut from him and let us in the Bow Boat do the best we could about bringing him to. he ran with us about 6 hours sometimes to seaward then to windward the other boats pulling after us but being unable to get up to him he sounding so sometimes as to take the most of our line we held on to him until the mate came up (he having been on board and exchanged boats) and got into our boat he thinking he could bring him to but all to no purpose they were obliged to cut from him thus being fast to two large whales and losing both, this was on the anniversary of the battle of Bunker's Hill I shall well remember the day for I never suffered more in my life being wet to the skin as the sea came pouring over the boat as the monster carried us through the waves, which was not very agreeable in this latitude however we came on board not at all daunted but ready to try them again the next day.

18th Finished boiling and cooled down about daylight this morning, after breakfast commenced stowing down the making us 120 barrels, passed the Wm Hamilton's boats which were fast to a whale that they had just killed.

19th Blowing fresh and foggy so that we have not stood mast-heads most of the day, not being suitable to lower, the mate at work repairing his boat, we now have half watches below days and quarter watches night the mate having followed the example of officers of ~~the~~ Hamilton so we are now able to get sufficient sleep which was not the case before.

20th weather much the same as yesterday nothing occurred worth noticing.

21st Sunday Thick fog most of the day with some rain. Spoke the Harrison New Bedford 13 months out, 1000 barrels 3 whales on this ground, also spoke the Montezuma Capt. Fowler New Bedford 23 months out 2450 barrels 650 of it sperm. Capt. Simons went on board and took supper.

22nd Still rugged foggy weather. Today we are 12 months out with 1150 barrels, Gained with the Harrison, and spoke the Liverpool Boiling.

23rd Gained with the Liverpool engaged scraping bone have not seen the Spout of a right whale for some days.

24th Calm weather, sail in sight no whales to be seen.

25th Spoke and gained with the Brooklyn Capt. Jeffery, New London 11 months out 1100 barrels had taken 5 whales making them 800 barrels this season. The 2nd mate raised at mast head what he took to be a dead whale or a boat he lowered his boat and pulled to it which proved to be a huge log which had the appearance of being a long time in the water I suppose it was one of those large trees that are found on the Coast which fell through age or got broke down and worked its way into the ocean. It looked as though it came over some strong beach having small stones ground into the wood. Mr. Purves cut the ship name on it, I cut the initials of mine as did the boat steerer when we left it and returned to the ship.

20th Gamed with the Brookline and Liverpool
Towards evening saw a ship to windward
coming down to us which proved to be
the Obed Mitchell ^{ring} New Bedford 8 months
from home 350 barrels, in coming on board I
was climbing up the side of the ship and
took hold of the fore sheet to haul myself
up, which drew through the sheath hole and
let me back into the water, with the help
of the boatsteerer I got into the boat again
and was hoisted up without receiving any injury,
except a good wetting, I found a man on board
of the Brookline, who was acquainted in Hanover
and had quite a chat about things at Han-
over and Scituate.

21th Spoke the Bark of Hobartown
with 300 barrels had struck 11 whales on this
ground and said I had had her boats
stove several times, 4 masts, arms broken and her
ribs had also carried away their gits and fly-
ing jibbores in a gale of wind giving her rather
a distressing appearance, the mate ^{found} some men on
board of her who had known him when he was
in different circumstances from what he now is,
The Obed Mitchell to windward on our weather
Quarter, having beat her sparring her a mainsail,
she being called a crack ship for sailing
and we making no such pretensions.

28th Sunday, Lowered 8 times twice today with no
success, saw a Brig astern with her boats
plover, had fine weather for some days.

29th Spoke Bark Cadmus Capt Swift of Sag
Harbour, 10 months out 1450 barrels 125 men
had taken 2 whales on this ground now
booking the last, Capt Linnones bought a
cask of bread of him, not having enough to
last the voyage, while gaming with them a
ship came down to us which proved to be
a Frenchman 18 months out belonging to
Havre with 850 barrels had taken 2 whales
on here this season, we had quite a merry time
with a boats crew from each ship, were much
pleased with the French singing although
we could not understand it, the crew were
beautiful Lowered 3 times today the first time
the Starboard boat fastened but the Iron

drew and lost him afterwards covered in company with the Cadmus. but the whales were going so fast neither boat could get into them.
31st Almost a dead calm till evening when it braced up, saw a dead whales carcass to windward, I laid in oight on the weather Bow.

July 1st There not being many whales here The Capt has concluded to go to the Southward about 10 degrees, consequently this morning we sent out the dding sail and steered to the southward in hopes to find some better whaling ground.

2nd Thick fog with a fine topgallant breeze steering about South East, about 3 P.M. the fog lifting espied a sail not 1/2 a mile off right dead ahead. Luckily the fog rose or we must have run into her before she could have been discovered, as we were going at the rate of about 7 knots, and she lay hove to under double reefed topsails, we came up with her and luffed to the wind with our main-top sail a back while she squared her yards and run down across our stern and spoke us it proved to be the bark Winslow. Capt Symonds of New Bedford 14 months out 200 barrells 30 barrels sperm had taken 2 whales this season. Capt Symonds came on board and took supper while Mrs Simmons went on board the bark. I was one of the crew which went on board of her we took supper and gained about an hour then returned. There supper consisted of a large cake of sweet-bread besides the sailors usual allowance of beef pork and hard bread they informed they had this every day besides butten twice every week, and appearances led us to credit their story. said their Capt treated them like men not like brutes spoke well of all the officers. he intended to make his men as comfortable as circumstances would admit while they were away from home, friends, and exposed to all the dangers, hardships and privations attending a whaler's life, and such as men will receive the lasting blessing of his crew and it is to be hoped a reward hereafter, such a Capt will always have a good name and will find no difficulty in obtaining a ships crew.

after the boat returned she was manned by another crew who went on board the bark and got some oars which the Capt had bought, we being short of oars having lost so many, by breaking, and losing 2 boats with their oars after which we braced forward and left the bark.

4th Our Nations birth-day but the mere fact of its being the 4th of July was all we had to remind that this was the anniversary of the day when our fathers declared themselves free and Independent from a despotic government it was not ushered in by the booming cannon nor the ringing of bells, no martial music greeted our ears, or the shouts and hallooing of the village boys as they partook in the celebration here the constant sameness of scene being nothing but sky and water, we were only reminded of the "Independent days," that had passed and gone when we had enjoyed them in boyish sports, or in maturer years had engaged in the different celebrations we were allowed as much cold water, salt junk, and hard bread as we could dispose of the Capt not seeing fit to give us any treat in the way of eating or drinking, more than our every day allowance, not even opening his heart to give us the luxury of a Pipe, which sailors prize so highly. However we were obliged from necessity to be contented with our fare, and talk of what we should have had and how we should enjoyed ourselves had we been at home in "the land ^{of the} free and the home of the brave."

5th Sunday, blowing a good breeze carrying fore-topmast-studding sail however, no whales to be seen.

9th Been down as far south as 43° N. Latitude but contrary to our expectations finding no whales, and blowing almost a gale, or thick fog all the time we altered our course again and steered to the Northward and Westward thinking we might possibly strike on to some ground where we could raise a right whale not having seen a spout for about 2 weeks, raised a sail on our fore bow we kept off and stood for her when within about a mile

of her a thick fog arose and hid her from our sight we clewed down top gallant sails and kept on taking good care to have all hands on the bows looking out after straining our eyes for about half an hour the mate sung out sail ho! having gone to the mast-head to look for her all eyes were stretched to catch sight of the stranger soon she was seen off deck peeping through the fog right ahead, being near enough to see she was a bark lying with her main yard aback for us we soon crossed her stern and spoke her proved to be the Bark United States, Capt Stevens, Stonington 22 months out with 1600 barrels, 2 whales this season on her, had been Bay Whaling on California taking a new kind of whale called the California Greys, which are said to frequent the bays on the Coast they reputed them to be more dangerous than right whale having had a boat stove all to pieces killing 3 men by one of them, at one stroke of the flukes, they also lost a boats crew who had run away with the boat with lines craft and every thing attached to her, before leaving took the precaution to throw all the oars, pins, &c. out of the other boats so as to detain the pursuit they however were pursued but not overtaken the runaways having ^{got} clear of the bay before their pursuers reached the entrance who had muskets prepared to stop them, Capt Stevens came on board and stopped a short time when he returned to his ship and we kept on our course wishing them success they only wanted 600 barrels to make them full.

P.M. Spoke and gamed with the Abram Bark Ken Capt Braton New Bedford a new ship having been launched since we sailed, she is a fine ship being a beautiful sailer with a handsome model, 9 months out 650 barrels, 300 sperm, took in sail stood quarter watches again.

12th Sunday, weather remains about the same as it has been for the last 2 weeks being rainy and foggy most of the time, no right whales to be found have seen a number of spouts and ran for them, but they either proved to be hump backs or fin backs, we are now up in about 57 $\frac{1}{2}$ and farther to the westward than we have yet been.

13th Spoke Bark Pembroke and Ship Paladium both of New-London, the former being 13 months out 1100 barrels, the latter 13 months 1600, 450. on here this season, having taken most of her oil on ~~New~~ ^{Local} Land. Landed with the Paladium all day Capt. M. ^{same} ~~same~~ being come on board and took breakfast and stopped till after supper, they all give the same account of the whaling here which is some consolation to us as the old adage misers ^{say} loves company. They informed us there was about 50 ships ^{at} stern all bound to the Southward where we come from, having been to the Northward and finding no whales.

14th Rather clearer weather than has been for the last 2 weeks, still there is nothing to be seen in the way of whales.

15th weather much the same as yesterday saw a number of Finbacks going fast to windward.

16th The sun has shone to-day most of the day which has not been the case for the last 3 weeks, and has given somewhat of a variety to the scene, how beautiful! it is to see the sun when he comes out in all his brightness having been shut out from our view for a long period of time then it is we know how to prize this great blessing which is so indispensable to our very existence then it is we feel that the Author of Nature has in pronouncing these things "good," spoken our own sentiments it is especially the case with seamen who are when at sea confined to the constant sameness of scene being nothing but a broad expanse of sky and water, or rather in the present instance clouds and water as I have remarked the sky ~~is~~ ^{is} invisible most of the ^{time}.

17th Today I went for whales twice having raised 2 on our larboard bow, but they were going so fast to windward it was impossible to come up with them so they come on board almost disappearing of ~~and~~ getting any more whales.

19th Sunday, Thick fog, with squalls of rain.

20th Gamed with the Hercules, New Bedford
Capt Taters came on board but did not
allow his crew to remain but returned
to their ship with our mate and both
ships crews had to be contented with looking
at the ships while the officers were gaming
all day. it is considered a privilege by whale
men to visit another ship where they can
see some new faces to relieve the monotony
of a whalers life, it is then they recount
their grievances to one another and tell of
the dangers they have passed through, part
of the time is devoted to singing a merry
song to while away a few moments and cheer
up the drooping spirits of the homesick men.

21st Gamed again with the Hercules or rather
the officers did. She is 12 months out 20
barrels having taken 2 whales since we saw
them the 27th of May.

22nd Saw the Hercules to the seaward to-day
we are 13 months from home hailing 1200
barrels. took a Porpoise off the mortgaged guys
after striking him he fought so that the
iron drew but it had done its work he
turned up under the waist boat alongside
the ship. lowered away the Starboard boat and
picked him up, so we had a mess of fresh
meat.

23rd Thick fogg with some rain.

24th Lowered away three times to-day for whales
darted once but with no success the whale
having come up under the after part of
the Starboard boat thus giving the boats
steerer no chance to fasten.

25th Lowered twice to-day last time succeeded in
fastening with the Starboard boat no sooner
than she was struck he brought his fin
up against the boat and stove her bottom
after which he turned and with his head
capsized her, luckily we in the Waist Boat
were near them and picked them up, a Coler
man named Henry Parks came near drowning
the 2^d mate seeing him sprung and caught
him just as he was going down after taking
them into our boat we cleared the line from
the Starboard boat and took it in ~~also~~ and

succeeded in taking a turn around the Logger head he ran with us about a mile going so fast the water poured in over the bows and came near swamping us, the 2^d mate thought it not safe to hold on to him with so many in the boat and was about tending on the drag when he took a fresh start and took the line before he could accomplish it thus being fast to a whale with 14 men in the boat he going so fast as to fill the ^{boat} nearly full I expected every moment to be swamped, but God spared our lives, perhaps for more danger, after the whale cleared himself the mates boat came up and seeing we needed no assistance he started in pursuit of him, after picking up oars and things belonging to the boat we took her in tow and pulled to the ship, feeling thankful that we lost none of our number, the other boats returned also not being able to get near him, luckily it was a fine day, if it had been rugged some of us must undoubtedly have been lost.

26th Sunday. A fine sunshiny day for the latitude plenty of Fin backs and Blimp flocks in sight.

27th Thick fog with rain after 4 o'clock the fog lifted some and we raised a right whale. Laced and the Starboard Boat fastened, the Larboard Boat was 2^d in the action the whale showing fair play, with the help of the Bow boat they ~~soon~~ succeeded in killing him after taking him alongside the fog shut in again being clear just long enough to take the whale.

28th Cut in and started the works but the Hubber being green and ~~the~~ oil not coming out well the Capt concluded to cool down and let it lay a day or two.

29th Engaged mending rattlings on the fore triggings &c.

30th Commenced trying out again

31st Raised a right whale on our lee bow and lowered for him, our boat succeeded in fastening he ran with us about an hour when the Larboard boat pulled up and fastened just then or after they had gone a mile or so the Larboard boats line became entangled and the going down took the boat under and filled her Mr Pierce succeeded

sterner was going to strike him, a sail on our weather bow. — — — — —
6th The mate and Carpenter at work mending boats blowing fresh. Lowered once today after pulling some distance from the ship we hove up and heaved our oars but did not see any more of the whale. — — — — —

7th Lowered for a small whale each boat stern darted at him but did not succeed in fastning. — — — — —

8th Saw a sail on our Lee Bow, Steering to the Northward and Westward, Carrying a foretop-mast studding sail. — — — — —

9th Sunday Lowered twice today for whales but with no success. — — — — —

10th Lowered this afternoon the Starboard boat fastened and after running awhile the iron drewed and away he ^{went} like a bird let loose from a cage. — — — — —

11th Today I was taken from the Waist Boat in which I had been for sometime and transferred to the Starboard Boat in place of the Carpenter who is unable to go in the boats. Have been pulling for whales all day this afternoon the Starboard Boat fastened soon after dinner to a large whale and after running about 4 hours and changing boats crews so as to have fresh hands to haul line, as he sounded long and took a great deal of line; the iron drewed and we lost another large whale after pulling hard all day. — — — — —

12th Lowered away before breakfast there being plenty of whales as far as the eye could reach sending up the white foam to the very clouds almost but they are so wild it is almost impossible to get on to them after pulling about 2 hours the Capt set the signal for us to come on board, we came alongside in the Starboard Boat the other boats being close behind us when ~~the~~ large whale came up ~~at~~ the Bow Boat. She pulled on to him and succeeded in fastning to him we immediately put off from the ship tried to pull on to him to lance him but ~~could~~ not succeeding in this we took the line from the Bow Boat as ours ~~was~~ ^{was} ~~seem~~ ^{seem} oared boat the mate thought he could hold on to him if he should attempt to run much longer

than with a fire sored boat but after hold-
ing on and hauling up to him and Spading
him (the waist boat fastening and drawing in
the meantime) till about half past 12 the
line parted while he was sounding and away
he went, we pulled for the ship and jumped
on board and swallowed our dinner, leaving the
boats alongside after dinner we heard the
word Man the Boats! Ay Ay Sir; was
the response as we dropped down the side
into our boats and were quickly in pursuit
of other whales we chased two or three dif-
ferent ones untill 4 o'clock when the breeze
increased almost to a gale and we saw
the signal at the minden peak for us to
return to the ship consequently we
pulled on board and took in sail, and
broke out for water while a watch was set
below. A Lark has been in sight for two or three
13th During the night the wind has increased
to a living gale and it is now blowing
a terrific gale with the sea running some-
times high, laying to under close sail
14th Lowered this morning after breakfast for
a gam of whales on the lee bow as the gale
having broke and the sea ran down a little
after pulling about an hour we succeeded
in getting on to them and fastening to a
large one with the Starboard boat now
came the time to make a land some and here
quail with the fear being fast to a huge monster
with a heavy sea on in a frail boat
which he could dash in to a thousand
fragments with one stroke of his flukes
going through the water like a locomotive
causing the boat to leap from one sea
to another like a young bull when pur-
sued by a pack of hounds. He took most
of our line running under water there being
no other boat near when we fastened and
wishing to save the whale held on so we
saw him coming across our bow when the
mate gave him a lance we began to haul
him and found it had parted so off went
the whale to join his companions carrying
two saws with him the other boats tried

to get up to him but it was useless so we pulled on board and got some dinner and coiled a new line and lowered again as there was plenty of whales in sight we pulled all the afternoon but they were so wild it was of no use.

5th Lowered twice to-day with no better success there being still a very heavy sea or being almost impossible to clear the ship in safety the Starboard Boat coming near being swamped in the act.

16th Sunday. Still blowing hard steering off before the wind in N.N.E. direction at 10 o'clock took in sail and hove to.

7th Fine weather. The Capt had some difficulty with Jacob Sheridan on account of his not turning out in his watch on deck last night. The mate having sent him up to scrape the main topmast and topgallant-mast when he came down the Capt having been told by the mate what he was sent up for, fell upon him and beat him with his fist so that his nose bled, and then told him to go and get his breakfast Jacob said he did not want any. The Capt says "what you told to go march along none of your nigger sulks" when he came below with his face and frock covered with blood. Said Ho! on our lee bow supposed it to be an island on the coast saw two sails in towards the land.

8th Blowing fresh, under double reefed topsails.

9th A heavy swell although the wind does not blow as hard as yesterday, unusually pleasant at sunset there being all the colors of the rainbow exhibited in the clouds being the most splendid scene I ever witnessed there is nothing in nature more beautiful than a sunset at sea especially after the sky has been overcast with clouds for a long time it is really grand and imposing I spent sometime of my watch below in leaning over the rail admiring this great picture. although the hand of man could never execute aught like this such a contrast of colors, such brilliancy and exactness of outline bespoke it to be

the work of no mean performer, such as the great Author of Nature could alone execute.

20th Light winds with rain

21st Moderate weather steering to the Southward and Eastward with fore topmast studding sail set. have seen no right whales for some days.

22nd Rain, with light breeze, sent down main rope and mended it, 14 months out hauling 1400 lbs.

23rd Sunday, Moderate breezes

24th Sail Ho! on our weather bow, another right ahead and one on our lee bow the one on our lee steering off before the wind, we came up with the others about 9^{1/2} A.M. which proved to be the Henry Thompson, Holmes, New London 24 months out 2400 barrels, wanting 400 more had taken 1400 this season from 11 whales; and the Phariot, Luce, Warren R.I. 23 months from home 29 hundred barrels wanting 600 more had taken 5 whales making 700 barrels this season, we gained all day, fine weather with light winds.

25th One of the ships in sight ahead, calm.

26th Gained again with the Phariot and got some boat boards of her. light breeze about 9 o'clock parted company. She ^{steering} to the Southward and Eastward, and we to the Northward and Westward.

27th Raised a ship's light this morning before 3 o'clock came up with her and spoke her before light it proved to be the Liverpool, boiling Capt. covered a boat and went on board she had taken 5 whales since we last saw her in all 8 whales this season making only 600 barrels she reported the Cargo of Stringfrow had gone home full 18 months out having taken 2100 on Chile and 1500 here, set studding sail and steering in a southeasterly direction for port.

28th Fine weather, light breeze from the Westward. A sail on our Starboard bow. Raised a right whale and covered but with no success.

29th Sent up Fore Royal

30th Sunday, Fine weather. Saw right whale going so fast did not lower for him

- B¹st Continued fine, steering East all sail out.
September 1st Blowing fresh, the wind has knocked
us off to E. S. E. very heavy, sea on.
2^d Head wind
3^d Caught a porpoise to-day.
4th Light breeze engaged in washing outside
of the ship,
5th Fair wind again
6th Sunday. A stiff breeze cracked the head
of the fore topmast carrying so much soil,
took in fore topmast studding-sail and sent
it up to the main.
7th Light wind with fog engaged washing in-
side ship and painting cabin.
8th Made the land and stood in for it soon found
we were not down the coast far enough for St
Francisco, so we kept along down the coast
but not finding an entrance and night coming
on we took in sail and laid off and on all
night, as sail in sight to windward.
9th Made sail and stood along down the coast and
soon came to a broad bay extending far into the
land, which we took to be Francisco Bay, went
in in company with the Magnet of Warren R.I.
and the Parachute of New Bedford, soon saw
some ships at anchor on the left of the bay,
a boat came alongside and informed us that
the town lay around a point to be seen on the
right about 5 miles farther up the bay
but in order to get a recruit of water which
men anchored at this place which is called
San Salito as there is not water enough at
the town to supply the ships so we
came to an anchor, found 8 American and 2
Dutch whalers lying here after furling
sails, we got a ready a raft and towed
ashore for water, the Harbour Boat pulled
up to town with the Capt. There we first heard
the news of the war between the United States
and Mexico, that we had taken Mexico
and the Stars and Stripes were flying in
every town and hamlet in the country.
10th Took on board part of our water afternoon the
Starboard Boat went up to town with Capt.
Grimm and Capt. Barker of the Edward,
of New Bedford, which came in this forenoon

11th Last evening the 3^d mate of the Patriot was drowned coming down from town, there being a very strong current running, he was knocked overboard by the steering oar while attempting to guide his boat through the strong current which exists in here. Took in the remainder of our water and got under weigh and came up ~~to town~~ and anchored off the town of St. Francisco found the U.S. Sloop of War Portsmouth lying here, and two hide droghers and a Merchant bark the Portsmouth is a perfect model of a vessel the nation may well be proud of her she is said to be the fastest sailing square rigged vessel in the world having sailed 13th knots under double reefed topsails with courses close hauled on the wind, on her passage out

12th I with a boats crew and the 2^d mate went up the bay to an Island wooding found wood rather scarce however we managed to cut two boats loads and loaded our boat and came off we had a hard time getting on board there being a strong wind against us and a heavy sea on which came over the boat fore and aft drenching us in salt water however by hard pulling we got on board by throwing part of our load overboard. The remainder

of the crew have been engaged painting ship. 13th Sunday today the Starboard watch are ashore on liberty the Capt gave any of the Larboard watch that saw fit to go, the privilege of going on board the Sloop of War Portsmouth to attend religious services which are held every Sunday at 10 o'clock A.M. myself and several of my shipmates availed ourselves of the privilege they not having any Chaplain Capt Montgomery officiated he read a sermon, using the Episcopal method of worship there seemed to be very good attention given during the service and when it was over the men retired to their quarters in good order every thing on board appears in the neatest order Capt Montgomery professes Christianity although he does seize his men up and flog them on their bare back and still he is considered among the most lenient Commanders in the service it is not to be wondered at that men of warship and sailors generally are disbelievers in the Christian religion when they see it practiced by

such men, as he is here known after lashing
men backs to a jelly to retire to the cabin
and pray Almighty God to forgive him the offence
this is the religion Sailors are accustomed to see and
is it at all to be wondered at that their hearts
are staled against impression from the word of
God when preached to them by such Friends in
human shape? it is a disgrace to the Nation
that this barbarous custom of Flogging on the Navy
is still kept up it ought to make every Citizen
of the U States blush for shame, that it has
not been abolished long ago.

4th Our watch have liberty, we enjoyed ourselves some
by riding on horse back others walked about town while
some took pleasure in getting intoxicated one of our fel-
lows got put in the guard house for being drunk
and noisy, the regulations are very strict here
since we have taken possession of the country no person
is allowed to make any disturbance in the street
nor be on shore after sunset, unless residing in
in the place, without a pass from the Authorities.
There are two hundred and fifty emigrants there
which arrived in the Ship Brooklyn in August
most of them Morians they are engaged in building
houses and preparing to settle for life there are
all ages and sexes among them, and appear very happy
in their new home, having obtained a lot they have pitched
their tents and all cook by one large stove
which they brought with them, it being set in the
center so it can be convenient for all they live in
this way still their houses are finished, as fast as
they are done move into them, I had some conversation
with them they seemed to be very sanguine in their
hopes of large settlements and being prosperous
in their enterprise, the Mexicans most of them fled
back to the Country on hearing of the war and either
joined the Mexican army or secreted themselves, con-
sidering so terrified, they thought they ^{were} all to be slain
or taken.

The Starboard watch sent down fore-top-mast being
sprung it on the passage from the North West Corfu
engaged in fitting a spare one broke out Capt's goods &c.
Capt Simmons sold a barrel of sperm oil out
of the ships cargo to day.

- 15th The Starboard watch ashore to day on Liberty. Our watch engaged sending up Fore-topmast and setting up rigging, breaking out Capt's goods &c. -
- 16th Our watch ashore to-day. saw some bloody fight between the men-of-war-men and marines all caused by intoxication there being two groggeries here kept by some friends in human shape who deal the deadly poison out to them and while under its influence they fight like dogs. The Edward came up to town and ran inside of all the ships before they could stop her headway she was found to be aground but they succeeded in working her off at high water -
- 17th The Starboard watch on Liberty. we sent up fore-topmast &c. the Stewards of the Tasso and Stocking on board to preparing refreshments for a party of Capt's mates, 2^d mates, and their friends who are to have a Fandangos on board of us on the evening of the 18th. The Russian Brig of War ^{Came in to-day.}
- 18th Our watch on Liberty. I stopped on board and wrote a letter home sent ashore in the afternoon. The mate with the Starboard watch putting up awnings and making preparations for the Fandangos procured all the signals from the ships in the harbor to trim the quarter deck about 12 o'clock we fired a salute and ran up the flags of 3 different nations our own at the main the English foreward and the Sandwich Island at the Mizzen this was done to give an invitation to all the nations in port, as the English Sloop of War Herald and ^{which came in today} her tender, and the Don Quixote belonging to Sandwich Island government lay here, set up topgallant rigging and sent up Sky Sail Poles making the ship look in fine order.
- 19th Stood sea watches last night for the purpose of boating the guests off from the shore and back and to do anything that was required of us in waiting on them, had a fine time, keeping the dance up till sunrise this morning the party consisted of English, American, and Russian Naval Officers together with the Capt's and Officers of ships in the harbor and gentlemen and ladies from shore the guests were furnished with plenty of liquor and some of them were quite merry before morning a table was set between the main hatch and toy works, spread with refreshments consist

ing of meats of different kinds, pies, cakes, hot
Coffee &c. with which they all partook the ladies eat-
ing first as the table was not large enough to accom-
modate all at once, after setting them ashore we
clewed up decks and went below and turned in
as we had got no sleep during the night
and slept until noon.

20th Sunday. A boat crew, I being one of the
number, was sent down to South Saledo
with some boxes of goods, by the Capt-
were obliged to pull against a strong cur-
rent running at the rate of 6 knots and
a stiff breeze making a very tedious pull.
Sometimes it would run so, that we could
but just hold our own not gaining a stroke
for half an hour, we were probably 4 hours
going the distance of 5 or 6 miles and when
we arrived were obliged to carry the goods
nearly half a mile on our backs, and this
on Sunday, and we must do it without grum-
bling although we did ship for a whaling
voyage we must work all the week and Sunday
too, heaving out, boating, and lifting this
merchandise and even making males of us
to back it into the country, and no thanks
for it, this same Capt. Timmons was so
pious he wouldn't trade on Sunday but he
could leave his mate on board to do it, and
send his boat off with goods, which kept the
remainder of the watch who were left on board
at work.

The Starboard watch had Liberty to-day
A Schooner came down the bay loaded with
wheat fruit &c. I bought some of the pears
and melons which were very fine ones.

21st The Parachute came up from South Saledo and
came to inside of us this morning.

Took on board some potatoes which came down
in the Sterlings boat the Capt. having bought
them back in the country where he went to trade
they have very fine potatoes there

Brown and Plantingdon two of our crew ran away
to-day our watch having gone ashore on Liberty
they took it into their heads to have a little
more liberty than merely twelve hours sup-
pose they have gone up to Santa Clara which is

leaving the Shore and asked them to set him on board
of the Cache Barre Don Quixote but the vessels
swinging at their cables he made a mistake and
was put on board the Cache Tasso. Lying near
had not been on board but a few minutes before
he was discovered by some of the after-guards who
immediately sent a boat on board of us to inform
the mate, who happened to be on shore the third
mate being on deck sent out for a boat's crew in a
great hurry. The boat was soon manned which went
alongside of the Tasso but Jacob was no where to
be found so they began a search. Mr Bull the mate
(the crew said he was Bull by name and Bull by
nature) took a light and looking over in the head
found him stowed away under the bowsprit on the
bob-stays he told him he must come out of there
he saw he was caught and could do no other way
than to give himself up so he jumped in on deck
when Mr Bull took his knife from the sheath which
every sailor wears with a strap around the body and
gave it to Mr Hudson the third mate, they ordered
him on board the boat he got in and they brought
him on board of the Magalia the poor fellow seemed
very down hearted to think he was caught, as he
had been treated like a dog ever since we left
home being kicked and flogged by the Capt
and mate who seemed to have a spite against him
for being a colored fellow, for this reason he was
anxious to get out of the ship however he bore the
disappointment as well as he could. It being late
after hearing his story we turned in.

24th This morning after breakfast Jacob was called aft
where the Capt met him at the Cabin gangway with
a pair of handcuffs which he wished to put on him
Jacob asked him what he was going to put them in
jaws for and refused to hold up his hands to have
them put on, whereupon the Capt struck him
in the face at the same time the chief mate was or-
dered to take hold of which he is always very ready
to do Jacob rather pushed them from him telling
them to let him alone, when they jumped upon him
and threw him down calling upon the third and
fourth mates Mr Hudson and Mr Antoine to
help them they gained him down by the side of
the booby hatch the Capt being on top of his breast
grasping hold of his throat and hands and the third

and fourth mates having each hold of a leg the
Capt telling the mate to get some spry arm
and seize him up which was soon brought and
they dragged him up to the main rigging and seized
him to the lanyards of the shrouds the mate every
turn he took surging back so as to draw it taut
having first taken the precaution to turn the man
himself so as to bring it to bear on his bear
wrist in the mean time the Capt had ordered a
piece of rattling stuff got and the end whipped
which was brought him he then walked up to him
and says "I thought you was acquainted with me but
I see you ain't" "Do you suppose you are going to be
allowed to absent yourself from the ship two or
three nights and then come aboard and conduct as
though the ship was yours," then he turns to the crew
who had all been called aft to witness the flogging
and says "I don't punish this man for running away
but for insulting me," he then draws the rope once
or twice through his left hand to straighten it
and bends over back so as to give greater force to
the blows and commenced, gave him one the great motion
of his body caused his hat to fall off he caught it
and laid it on the booby hatch and called to the
steward to fetch him some water, he then gave him
eleven more and the steward having gone down to the
pantry for a tumbler he walked aft to the scuttle
butt and drank and came back and says "you thought
you had the advantage of me being in port that
I dare not flog you here," then pointing to the
Portsmouth said, "there is a man of war I can call
on him to help me if I want help, which
won't be for some days," he then gave him another
dozen by this time the steward got there with
a tumbler of water for his majesty, he stopped
and drank saying "you want going in Snows hey?"
This is the second or third time I have flogged you
(it was the third) and have doubled the dose every
time first it was a dozen and so on, I am not to answer
for my proceedings here I'll do that when I get home,
he then gave him two dozen more making four dozen
which were applied very severely making the fellow
yell and writhe with pain, he then asked him if
he would behave himself and not receive any answer
he raised the rope to strike and repeated the ques-
tion Jacob said some thing which I could ^{not} understand

when he ordered the mate to cut him down and put the Irons on him and take him into the storeroom which was done. Thus ended a sight which made me sick at heart and caused a feeling of hatred and revenge which I could scarcely controul to see one of my shipmates with whom I had slept and eat for fifteen months treated in this barbarous manner was enough to start the feelings of any, but such tyrants as we were compelled to call master.

Cast off the remainder of the bone, and dried and packed it over, took on board a lot of barrels of meat which came from up the bay where a boat crew from the Edward and one from our ship have been this week since Monday butchering and packing it, which it is thought is done for an excuse for stopping here as we are ready for sea, but for his trading there is a report about ship that he has bought 27,000 dollars worth of land intending to come out here and settle after getting off this voyage, when we got through hoisting in meat it was dark, and then had to eat our supper.

25th This morning we were called out early and jumped in the boat and went in shore and got a launch belonging to the Sterling and towed it alongside and loaded it with bone to take on board of her as she was going to take it home for us we went with one load and discharged it and came back and loaded the remainder by this time it was breakfast time the mate sent us to breakfast after which the Consul and young man the boat those that had finished their breakfast went up I not having finished mine remained behind when I got through I went up and came back (didn't hear any more about the boat things of course they had a crew) and lighted my pipes and put on a pair of stockings I had about got through smoking when the chief mate sang out at the scuttle sung out Stockbridge, Sir? Come up here says the I went on deck and he says "didn't you go to breakfast with the rest?" yes sir, "why didn't you come on deck what you doing down there you haven't been on deck since breakfast" I told him I had that I went down to put on my stockings when he hauled off and struck me and gave me a push telling me to get in the boat, I turned around and told him not to strike me, and he gave me another side of the head I turned and had a mind to strike him back and think I should had not the Capt come forward and caught me by

the arm saying "Do you want a thrashing No Sir nor
I don't want that man to strike me turning around
to the mate the Capt then gave me a push telling me to get
in the boat I told him I'd get in the boat but I did
not want him to strike me, I got into the boat, then
the mate tell the Capt I had not been on deck since
breakfast, I saw the cook, Charles Fitzgerald, boatswain
~~Frederick~~ Hatheway, Coopers, and a Portagee named Manuel
on deck at the time, a number of the crew was in the
fore castle and heard the blows, also those in the boat
alongside heard it we went and discharged our
load of bone on board the Sterling after which we
towed the launch in shore and anchored there.
At work repacking the meat in casks and salting
it, having got a quantity of salt from the bark
Don Quixote.

In the afternoon at work handling the "Old man's"
goods as usual, he having some ladies on board to trade.
26th Engaged Boating the Capt's goods and discharging them
on board of the Sterling he having successfully in
selling the remainder of them to one man of whom
he has bought a large tract of land here or rather
back in the country. He also has bought a house
lot in town calculating to speculate I suppose
as land is rising in value, the wind rising did
not succeed in getting the goods all off preferring
to wait till morning when it is very calm down
other ways than calm bre~~ve~~ssing up in the after-
noon from the N. and W.

This afternoon the United States Frigate Congress
and Savannah, Commodore Stockton commanding
the Pacific Squadron came in the Congress, the
Portsmouth saluted him with 10 guns and he returned
it with 5. He rounded too coming in to the
harbour they are both noble Frigates, the Ports-
mouth is now relieved and will sail in a few
days, the Commodore brings news of there being Mex-
ican Privateers on the coast which has frightened
some of the whalers so that instead of going down
on Chile they have thought it safer to go Bay Wha-
ing on this coast.

Capt Sold today five gallons of Sperm Oil.
This evening I have come to the conclusion to write
to the Commodore stating our grievances and
ask his assistance, as Jacob wishes me to ask his
aid and discharge consequently of

have commenced a letter to that effect.
A Brig also arrived this afternoon bearing the Mexican
Flag which was soon boarded by an officer from the Porto-
mouth and the flag hailed down she is said to be
a trader owned and commanded by a Yaa Kee who board
himself before the war commenced to sail under the
Flag therefore it is thought they will give her up.
A boat came over from the other side of the bay (where a
boat's crew have been all the week killing bullocks)
and it seems one of the men had been detected in at-
tempting to run away, as he had got most of his
clothes over there. So Mr Pierce sent word to the
mate not to let him come back. One of the Portagees
has made his escape from there.

27th Sunday. Finished my letter and sent it by some
of my shipmates who were going on board of the
Portsmouth to meeting. This afternoon Mr. Hudson
Fitzgerald and the cooper were allowed to go ashore on lib-
erty, while the rest of the crew were obliged to remain
on board the "old man" knowing that some of this
men who loved him so well would take advantage of
a days liberty and take French leave. I passed the
day after finishing my letter to the Commodore in read-
ing and sleeping &c.

28th Finished getting the Capt's goods on board the shir-
ling this morning when they are to go up the bay
in there boats I expect. The "old man" still trading
having some nails, coffee, Tobacco, and the like which
remains unsold, and we are still at work for him
are kept at work from Daylight till dark.
A boat from the other side came after dark which
we were obliged to discharge before we could go below
and after that the boat's crew of whom I was one had to
pull nearly down to the mouth of the bay to look
for a boat which some Spaniards had come on board
in and not making her fast scarcely had got
adrift did not get back till near midnight ^{in giving}
up the chase. Hunger has driven the Portagee back which ran away.

29th This morning the mate struck the two Kanakas for not
turning out quite as soon as he thought they might when
all hands were called.

Begged in repacking and salting meat. The "old man"
is about closing his trade this afternoon has taken a
boat in which he has brought of the Roman and put over
head ^{how up the harbour a gun} and making other preparations for getting under
weigh to-morrow for South Saledo where we are going to

stop on our way out and take in some more water.
To-day the Capt Sold eleven gallons of sperm oil.
Have not heard a word from Commodore Stockton begin
to think our case was not sufficient to touch his feel-
ings, or perhaps he was used to such things and was
not so easily moved. certainly it must have come
within his sphere of duty.

30th This morning about 10 o'clock we hoisted short and
weighed anchor and stood out of the harbour with
a good breeze although not fair, which is usually
the case vessels being obliged to beat out, but taking
advantage of the tide which runs very strong here
and a good breeze which always prevails in the
afternoon they managed to fetch out, by making
five or six tacks we gained enough to fetch the
harbour of San Salita where we came to about 2
o'clock and dropped our anchor. Capt. — of the
Brig. Moscow a ^{very} kind brother. Having been acted
as Pilot, the old man ^{remarking at town} not liking to trust to the
mate, I suppose, as he had run her ashore in
Otago, we found about the same number of vessels
here as we left although some that lay here when
we did had gone out and new ones had arrived
to fill the vacancy, among them a French trader
and a French whaler also the French Schooner of
war Brillante had been in and gone while we
lay at Yesta Buena. The whale ship Roman
had started out this morning but put back
on account of the fog, after dinner we got ready
a raft of water and sent ashore with one boat,
after which we furled the sails which took till
dark as every thing was to furl, and there being
a boat crew up to town with the old man and
another gone with the casks, so we were more light
handed than usual.

Last night the two Kanakas that the mate
struck ran away noise. Knowing it till all
hands were called this morning, we think some
Kanakas from shore on the Don Quixote must have
dropped along under the bows and took them
in silently, as the watch on deck heard nothing
of it, and they took most of their clothes which
they could not have done had they sworn
ashore, we were not sorry they had gone for
one of them whom we called George had been
troubled through the whole of the N. W.
Season with a disease in the legs (Peculiar

to them I have been told) which causes the legs and feet to swell and breaks out in corrupting sores which disables them for the exposure of the bad weather, and the consequent duty in taking oil, therefore they had been but little help to us besides we were glad for their own sake for they longed to be clear of the ship. Bill often asked me how many moons ship go Mowee, when I would tell him, he seemed very much elated to think time would come when he should see his home in Atoo but the trouble in the ship and being struck by the water I suppose they thought they would rid themselves of their before they were picked up. they often said Mr. Simions, and the old man "Ole Maikhai", which means bad, "No good ship" and the like.

October 1st This morning "turned to" early at boats crew went ashore and filled the casks with water and "rafted" them, which is done by rolling them into the water after they are filled the first one being kept afloat till the next one is rolled down then a rope is run through some buckets which are attached to the casks over the outside head of the first and along the bilge of the next and so on till they are all rafted when they are taken in tow and towed to the ship. we were all ready to take it in having washed down decks, and sent up a bar-ton and were all prepared to hoist it in when they came alongside, after taking in the water we hove short and got under weigh in company with the Roman although the Capt had some ^{about going out} ~~was going out~~ as there was a thick fog down towards the mouth of the bay. however we ventured it but were soon in a thick fog so we could scarcely see the end of the flying jib-booms however as the old man is a driver he put her through the fog lifting a little we saw the Roman putting back again, we kept on making short tacks so as to be sure and clear the land the fog rising again we saw the Frigate Savannah trying to beat out of Ofob Buena and succeeded in reaching the point where the Presides stands where she came to an anchor either on account of the fog or the tide, we supposed, at one time when ~~we were~~ within five or six miles of the mouth of the bay we were so completely enveloped in fog that we were close on to the land before it was perceived and if the ship had

misstepped we certainly should ~~should~~ have gone on
one minute more on that course would have done but
she minded her helm and by tracing around the
head yards she came around like a top and a few ticks
more brought us out into the open sea, leaving the
beautiful bay of San Francisco, it is indeed a magnificent
bay containing several fine harbours with sufficient
depth to float ships of the largest class, and extending
into the country 60 miles affording great facilities for
navigation there are also several Islands situated
in different parts of the bay, of which one called
Bird Island seems to attract the attention of strangers
very deeply from the fact of its being covered with
the Pelicans who regularly every morning are seen
in great numbers leaving their retreat for different
parts of the bay in quest of food, and as regu-
larly return at night - this seems to be their
home and when all the family are together there
it seems perfectly black with them, together
with the contrast which is exhibited when they are
away (the Island being white as snow from the effects of
them) renders it quite an interesting spot.

If California is ever peopled by Americans this will
be the grand centre of trade already it is quite
a resort for whalers and other vessels who come here
to trade and ^{for} recruits Yerba Buena is growing and soon
as the war is over with the U. States, and emigration com-
mences I think it will rapidly increase already
the Spaniards are beginning to see this and are
holding on to their lands, hoping to receive more
for them bye and bye.

2^d M. Running along under a fire or six kind breeze at
1 o'clock set the watch for watch (the Larboard) bearing
the first day aback part of the night not counting
to run to far down knowing we could fetch in ^{the morning} ~~the day~~
soon as our watch was called this morning at 3 o'clock
we were set at work by the light of a lantern at
stowing down water between decks, and soon as it
was light enough to see to washing down decks,
the first part of the forenoon we were in quite a
thick fog but we stood in for the land keeping
a sharp look out the fog cleared up towards noon
and we made the land right ahead about 2
o'clock we were in full view of the harbour of Mon-
terey which we entered and came to an anchor
about 3 o'clock, found lying here the French

sloop of war Brillante which sailed from San Salita the day before we did, and American Whaler ship Sarah Parker of Nantucket which is laying here Chum packing waiting for the Nor West Season had taken two Chum Packs making them 35 barrels, also a Sandwich Island Brig, which was all there was here, we making four sail, after coming to an anchor we lowered the waist Boat and pulled the Capt ashore while the rest furlled the sails &c, we walked about town while we were waiting for the Capt there did not appear to be so much life here as at Esperanza Buena there being more ships there but the town is much prettier, in our ramble fell in with some sailors and marines whose first inquiry on finding we were from San Francisco was whether Vigueron was allowed to be sold there and the price they were complaining bitterly of the scarcity of it, and exorbitant prices which was charged, as under the martial law none had been permitted to be brought in to the place and what remained at that time was nearly exhausted in one of the grog shops I saw. It measured out to customers by the wine glass for which they charged a real. Towards sunset having come back to the boat the Capt came down and ordered us to go on board with word to the mate to send the golly Boat off for him at sunset, and to finish stowing down the water, and get the decks clear for taking in spars tomorrow, for which purpose we had come in here, we pulled aboard which was about a mile from the pier although it was not more than half the distance to the nearest shore, and found the sails all snugly furled they being then engaged in stowing down the water we helped them finish it and hoisted out the golly Boat which was sent ashore according to order. Then cleared up deck for the night.

Sent a small raft ashore for water thinking we should not have quite enough for the cruise, towed off our spars having buoys rigged all ready to take them in when they came along side also took in our water barrels right and stowed it down.

This morning the Brillante saluted their Consul with 9 guns who was in a boat having just shown off for the shore, they spotted very well although not equal to the guns of the Congress and Portsmouth. This morning the water alongside seemed to be alive with fish we got our hooks and lines and threwed

them over, and succeeded in catching enough for a good
mess for all hands I was surprised to find the
Mackerel precisely like those found ~~on~~ our own coast
we had enough for a hearty meal besides the Capt
taking a dozen ashore to his boarding place.

4th Sunday, we were turned to this morning at work
breaking out for a cask of Tobacco, nails, &c. which
remained unsold, and kept at work the greater part
of the day the boats being engaged going to and
from the Shore with goods and men to trade instead
of giving us liberty the old man being so avaricious
he could not even give us Sunday in port, as long as he
could make a real by trading, in the afternoon we
were visited by the Commander of the marine forces
and a midshipman who came to trade. But as it happened
the Capt and mate were both on Shore at that time.
The 2^d mate and 3 boatsteers and one or two men think-
ing it not worse to work on Shore than on board, took
a boat and went ashore to cut some boat mast &c.
and returned about dark.

This evening a boat's crew from the Sarah Parker came aboard
and stopped awhile they said they had got a "hard
case" for a Capt (his name is Russell) that he flogged
with the cats, which were made of lead-line being
hard and striking like an Irishman's shalalah on a man's
back we saw a marine ashore who had been flogged
with them he having committed some offence they not
having any sent on board of her and borrowed them he
said they were worse than any man-of-war cats he
ever saw striking like a "brisk bat" on his back.
It is singular that such things remain unnoticed
by our government, that whaling Capt. should be
allowed to use more cruel means of punishment than
is permitted in the navy and the villains after bar-
barously flogging a man, a human being made in
God's image boast if they want any help they can
call on the Commanders of our man-of-war and receive
it. Shame, shame, on the nation that allows such pro-
ceedings, and leaves them to go on unnoticed, taking the
law of the land into their own hands without raising
a finger to restrain them.

The Sarah Parker is 16 months out with only 400 barrels
Several of her men have ran away I saw forty dollars
reward offered for two of them the other day when I
was on shore the crew told five more had ran away
to-day together with the Steward who left before

made 8 in all, the Capt is ashore living high while the men are kept hard at work having to pull 20 or 30 miles some times for humpbacks then at being very uncertain about getting them. Their success in taking oil and the treatment they receive is enough to justify any man for leaving her.

Took on board 10 sheep and a Wanny Goat, which the Capt had bought to give us a fresh mess once and a while on the cruise.

This morning saw the Sarah Parker boats go off in pursuit of a humpback which was to be seen sporting outside but they returned without succeeding in getting him.

This forenoon the mate went ashore on a gunning excursion and brought on board an eagle which he had shot in his roomble it was a small sized black eagle measuring however seven feet from the tip of each wing it was something of a curiosity to me having never before seen one of these proud birds, which is represented as the King of their species the finest bird of the forest and the emblem of American Liberty, it does indeed seem to be a powerful bird with its long talons and large curved beak, rendering it capable of taking its prey with ease.

This afternoon went on shore and got two boat loads of wood which the old man had bought not getting a sufficient quantity at Francisco to last the cruise, also brought off two boat-loads of hay for the sheep.

Some of the crew having liberty as before last evening, and finding out that a boat was going this evening with some of the officers and boat's crews with a few of the crew I went into the cabin and asked permission of the mate to go with them, but was refused, he having suspicion I suppose, that I wanted to run away. So I was obliged to content myself on board, it was thought by most of us that we should have had a day or two's liberty here if some of the crew had not left at Francisco, but now we were closely watched, one evening one of the boat's crews saw two of the foremast hands leaning over the rail in low earnest conversation and "eyeing" the golly boat as he told the third mate after which he came forward and dropped her astern, and every night after while we lay in port she was hoisted up under ^{the} the quarter boats and there was a vigilant watch kept over all who the

"afterwards" thought had the least idea of leaving the ship.

6th This morning after the usual exercise of washing off decks and taking breakfast we hoove short on our anchor and loosed the sails while a boat went ashore after the Capt. while waiting for ~~them~~ a humpback came spouting into the harbour the mate ordered two boats to be got in readiness to go after him if the Capt. saw fit. on his coming, he soon came aboard and gave orders for getting under weigh not liking the idea of humpbacking, we sheeted home and hoisted the topsails and set some of the lighter sails took our anchor and beat out of the bay with a good breeze from the Westward. the "old man" having disposed of his Tobacco and most of his other goods, which he did not sell in Francisco came on board with his bags of specie feeling as proud as Lucifer, although part of it was extracted from the bones and sinews of ^{his} slaves who he kept at work a greater part of the time. Sundays not excepted for his merchandise, and only giving us 4 days liberty out of twenty-five that we lay in port. Monterey presents a beautiful appearance to one on entering or going out of the harbour it being surrounded with a finely wooded country with an undulated surface, ~~with~~ its white plastered buildings with their roofs covered with red tiles and the green ^{long white} ~~lawn~~ in front of the town between that and the beach which gives it quite a romantic appearance.

We heard here that the Mexicans had ~~crushed~~ and retaken the town of Puebla and had also had taken the Ship Vandalia a hide dragger lying at San Pedro which is the port of Puebla. Situated some distance to the leeward of this place they had sent up for the ~~Savannah~~ to come down and set things at rights.

At six bells when our ~~watch~~ went below (it being our first watch ^{had} ~~being~~ ^{of} ~~hours~~ ^{on} ~~deck~~ the night we came down from Francisco) we were off the Point (Pinos) standing down the coast with a fine breeze from the westward. ~~we~~ ^{at} about a couple of points

7th This morning on coming on deck after breakfast found we were out of sight of land ~~and~~ ^{on} the bosom of the Coast Pacific running down the coast in a S. S. E. direction with a fine topgallant breeze toward

noon took in the mainsail and jib keeping her off a point at sunset the breeze increasing and not wanting now too fast at night and thus lose the chance of seeing whales. The Capt ordered the fore and mizen top-gallant sail taken in and fore and mizen topsails double reefed.

Today the Carpenter and Cooper engaged in working out the top-mast from one of the sticks that we got in Monterey. The Blacksmith at work clearing the Ships Muskets and preparing them for an engagement with the privateers which are said to be on the coast.

8th This morning on coming on deck a 3 o'clock found that the breeze had died away, and the other watch had shook the reefs out of the topsails and set the main top-gallant sail and towards noon it died away to a calm.

Afternoon sent down fore-top-gallant-sail and mended it after heading it again on sent fore sail which needed mending and bent another.

Saw a large school of Porpoises which played all sorts of antics around the ship, the ocean being one mass of foam as far the eye could reach caused by their gambols some of them would breach for several feet above the surface and turning a half somersault would go down again others were to be seen tumbling and jumping over the others cutting all manner of pranks. The water seemed to be perfectly alive with them, forming quite a contrast from the smooth unrippled surface for several hours previous, indeed it was an interesting sight, and I could not help stopping my work ~~also~~ look at them I could compare them to nothing but schoolboys let loose from a village school who were free from the restraints of their master and were running and capering about in every direction.

9th Had a light breeze during the night and stood in towards the land there being some talk about the "old man" going in and coming to an anchor. But that's all we could do, to express our opinions to one another for Jack is never let into the secrets of his master who never deigns to tell him his plans for the future so he remains in ignorance till he receives some order connected with his duty which reveals them. For if the officers know them (which oftentimes they do not) following the example of their superiors think it beneath their dignity to gratify Jack's curiosity by giving him any information whatever. As soon as it was light enough to distinguish the land it was seen on our larboard bow, set all

sail to catch all the wind which was light and variable, dying away to almost a calm by noon. Our watch was called at 3 o'clock this afternoon to help haul up the cables and get the anchors off the bow and making all necessary preparations for coming to an anchor, about sunset a light breeze sprung up but not enough to carry us in before dark so we took in studding sails and royals and stood off and on, the old man not being acquainted with the bay preferred waiting till morning.

Saw a swordfish moving lazily along on our Star Board Quarter showing his two fins above water. The mate wanted to lower a boat and faster to him but the Capt would not consent to it.

10th This morning having a light breeze set royals and stood in for the bay on entering the mouth we could see two vessels at anchor one we made out to be the Frigate Savannah the other we took to be a hired schooner. The Capt lowered a boat ~~and~~ pulled in leaving orders for the ship to stand off and on saying he would let us know if he wanted us to come to an anchor it was three or four miles to the beach but we could see a boat coming out which spoke our boat just as she was going in after which both boats pulled in the direction of the ships, after noon they came aboard with orders for us to come to an anchor within a towline length of the main of war on speaking the boat in the morning they were informed that it was not safe to land as they had had a skirmish with the Mexicans a day or two before which resulted in the defeat of the Americans who were obliged to retreat with the loss of five killed and several wounded. It seems three weeks before some Mexican prisoners who were on Parale were joined by others to the amount of three or four hundred and succeeded in retaking the Pueblo which is situated twenty eight miles in the interior and of which this place (San Pedro) is the port by turning the water of the river which waters the place off in another direction compelling the Americans who numbered about 60 to retreat ^{with the loss of one man} to an hill which overlooks the town and where there were some cannon mounted which the Mexicans had spiked to prevent their being of any service to the Yankees where they remained for several days and had succeeded in clearing all the cannon but one which greatly astonished the enemy on hearing them fired when their provisions failed them and they were obliged to retreat to the beach at

though taking the precaution to bring their field pieces with them however on reaching the beach they were obliged to land them with their horses and open and seek shelter on board of the Vandalia (the Phoebe dropped) and the Sarracenia but not without first striking them solid after remaining on board the Ships a week or so they made preparations to commence an attack and regain the place, so on Thursday morning Oct. 8th they landed under the command of Capt Gillespie their leader, together with the Marines and a party of ^{German who were} volunteers under the command of their Capt (Marine) amounting in all to about three hundred against five or six hundred of the enemy who were well mounted on horses and had a field piece with them but showed no fair fight taking good care to keep at a distance from the Yankees muskets but playing away with their cannon thus having the advantage of the Americans who pursued them so close that at one time they were obliged to leave their grape shot and contrived to bind them having lost ten or twelve of their number which they carried off with them as they seldom leave any of their killed or wounded on the ground, but the Americans having no cannon and finding they were doing so much execution with theirs having lost five killed and seven or eight wounded retreated with their killed and wounded to their boats and returned to their ship till they could get more help to renew the attack.

On standing in saw the Vandalia had hoisted her sails and was getting under weigh it was said to go up to Francisco with dispatches for the Congress, and before coming to we met her coming out under full sail we came to an anchor ^{and fired on her} about 3 o'clock near the Sarracenia between her and the shore in the spacious Bay of San Pedro which extends into the land for several miles and is capable of containing any number of vessels. The men of warman told us they had taken the Stonington of New London a wholen and threw her try works overboard and stowed her cash between decks fitted her up as a man-of-war, putting 9 guns in her and she was now lying down to San Diego as the Mexicans had also arisen and took that place.

1st Sunday, I together with several of my shipmates went on board of the Sarracenia to attend religious service she is a fine frigate mounting 54 guns and manned by a crew of 500 men has been out here 3 years the men time being out, they find it hard to be reconciled to stop as they are obliged to in the present state of things however they receive one fourth more wages for all over their time.

They seemed to be a fair set of fellows invited us to
stop all day but the mate sent a boat for us so
we were obliged to return to the ship.

Just after service she fired two 32 pounders at some
Mexicans who had come down to plunder some houses
which were situated near the beach they thought they
would fire to try the guns to see if they would reach
it being about 3 miles distant they were down there just
before sunset yesterday but before they got ready to
fire they scampered off over the plain towards the hills
but on coming today they were prepared for them and gave
them two shots which ^{at least did not kill any of them} frightened them so much that
they took to their heels and were soon out of sight
one of them however stopped to get the balls one striking
to the right and the other to the left of the houses.
but whether he succeeded in finding them or not we could
not tell for he soon put spurs to his horse and followed
the others and was soon out of sight. The report
echoed and reechoed over the hills and plains sound-
ing like distant thunder.

Today they buried one of the wounded ^{men} who died last
night on board the Saginaw took his remains to
a small island in a cove on which his companions
that fell in the skirmish were buried, and deposited
them by their side making 6 in all, a boy having acci-
dentally shot himself with his pistol while landing
on the morning of the action.

12th Engaged in washing and painting boats it being a
very warm pleasant day, the washing is performed by
"rolling them" as it is called which is done by three
or four men jumping overboard and bearing on to one
gunwale of the boat till she fills and the other gun-
wale and keel rolls over to them which they en-
deavour to keep going till she is rolled over several
times which takes all the sand and dirt out from
under the sheathing which accumulates in port by
floating around on the beach &c. after they have been
rolled sufficiently they are hoisted up by working on to
one end while the water runs out ^{from} the other when that
is hooked on ^{there} and hoisted up and turned up to dry
for painting.

13th The old man today received orders from Capt. Merwin to
take on board a detachment ^{under the banner the 2^d San Diego} of his men together with
some of the volunteers and proceed down to San
Diego, as a boat arrived from there this afternoon
with dispatches from Capt. Merwin commanding the

forces at that place, requesting assistance as it was understood the Mexicans were to make an attack on the place. we immediately took on board the passengers numbering between sixty and seventy and provision and ammunition for the campaign weighed anchor and stood out with a light breeze about 5 o'clock this afternoon after sunset the wind died away and we found ourselves becalmed off the bay between the islands and main land our company consisted of a fine set of fellows from the Savannah and we passed the evening in listening to their yams and songs of the sea with which they entertained us, we now began to speculate on our future destiny we were fairly in "Uncle Sam's" service but whether we were to remain in it after landing our passengers was what we wished to ascertain most of us preferring almost anything than going whaling again we were in hopes that they would throw our trypoon overboard and rig us into a man-of-war as they had the Stonington.

Towards morning a light breeze sprang up and we proceeded on our way.

4th Light variable winds which prevented us from making much progress towards the port of destination about 8 o'clock the boat which came up yesterday and was returning with us left us to fall down, with a part of her own crew and two "blue jackets" to let them know we were coming being then about half the distance from San Pedro, and no prospects of getting any farther as there was no wind. The men have been at work making ramrods and cleaning their muskets &c.

5th A very little more breeze although not sufficient to carry us in to night, towards sunset fired a gun to let them know we were off the harbour.

6th This morning the boat came off to us with news that the Americans had had a little skirmish with the Mexicans and killed five or six of them. We arrived and came to an anchor near the Stonington about 11 o'clock this forenoon, manned every yard furling the sails in true man-of-war style all at once, on account of the tide they did not start to go up to town, which lays five or six miles above the anchorage until five o'clock when we got a seven oared boat down from overhead, and they all embarked at once, we that remained on board placed ourselves on the house and gave them three cheers when they passed off, which was returned by them we giving them one in answer.

- 17th Broke out the old iron between decks and carried it on board the Stonington, although not very busily engaged to-day.
- 18th Sunday, washed and scoured ourselves up and spent the day some in reading others mending & sleeping &c.
- 19th To-day Broke out and coopered about one hundred barrels of the sperm oil, finding the casks in good order the cooper told the Capt it was useless to break out any more so after coopering and stowing back what we had out, cleared up decks and knocked off work as it was about sunset.
- Two of our men went ashore with the Stoningtons and to kill some bullocks that an Indian had drove down for the Americans.
- 20th Today the old man made a purchase of some more land bought an Island here in the harbor for \$1000 — not much work going on, the boats crew went ashore to kill some more bullocks which were to be taken up to town ^{for the} soldiers, the mate and carpenter carried muskets and shot several sea-fowl.
- 21st This morning hoisted up our Starboard masts and dropped the other in order to bare them clear.
- A boat went up to town to get the old man and returned about noon, he sold his golly Boat to-day.
- 22nd Nothing occurred to-day worth noticing, a boats crew went up to town with the Capt.
- 23rd The boat returned from town about 8 o'clock this morning, they said last night the sentry fired a musket at the old man and another man who was with him, took them to be Mexicans breaking into a house as they were just going in to one rather late, the sentry hauled them and not receiving any answer fired but did not hit them, lowered the sails and hoisted shot on the anchor and after dinner a breeze springing up got under weigh and stood out of the harbour of San Diego, and along down the coast, San Diego is a fine harbour and is the principal port for the hide traders here they have six hide houses where they deposit the hides as fast as they collect them, in these trips up and down the coast and here is the main East port where they load for home after having collected a cargo, of the town I can say nothing as it lies five or six miles from the anchorage and I did not have an opportunity

tunity of seeing it, but was told by those of the crew that went up that it was about the size of San Francisco although the houses were more scattered.

24th A fine whole sail breeze steering in an easterly direction land in sight right ahead and on larboard bow, afternoon passed a number of islands.

25th Sunday, last night took in royals and top gallant sails and stood off an on, this morning the "old man" with the Starbucked Boat and the third mate with the waist boat lowered and pulled in for a bay which we made we found we was fairly on an exploring expedition the "old man" had the lead line with him and kept sounding as he went along, we found it a very large bay averaging about four fathoms of water although considerably exposed to South Easters, found quite a heavy Surf breaking in on the beach but the "old man" succeeded in landing while we laid off and looked at him he was fairly understanding landing in the surf let her stern swing and when the heavy roller took her in she went broadside on the beach being obliged to jump in to the water up to his knees, which was sport for the crew as we were always pleased whenever he got wet, although one of the crew shared it with him this time as she struck she pitched head first into the water but he did not care for himself as long as the "old man" got in too, they stopped ashore a few minutes and came off taking advantage of a heavy sea and running the boat off they jumped in with only a slight ducking the "old fellow" having explored the bay to his satisfaction we started for the ship which we could but just discern in the offing standing out we pulled away as though we were in pursuit of a whale but it was discouraging the old ship kept going from us at last after pulling ten or twelve miles we saw her come in stays to our great joy, for we were all tired now we gained on her for she was coming right for us we took a fresh stroke and at last reached her about two o'clock having had a pull of about thirty miles, it was hinted that we

were coming in here ^{by and by} humpbacking, as one of the crew heard the old man say it would be a good place for it.

Kept off along down the coast with topmast and top-gallant studdingsails out.

26th Broke out the Beef we salted in Francisco and boiled the pickle and stowed it down again. Light breeze standing along towards an island we raised about ten or twelve miles ahead.

There the blows! was cried from the mast head about four o'clock which was soon answered by the long regular spoutings to be sperm whale. Lowered away three boats. The Starboard and Bow boats each succeeded in capturing a whale which they took alongside the boat about nine o'clock. The Larboard boat also fastened but the iron drew and lost him.

27th Stood quarter watches last night all hands being called at daylight when we commenced cutting in and started the works before noon as they were small whales as they always are when found in schools it was not a long job to cut them in.

Tonight while some of us were eating supper having remained on deck at work while the others were eating, the mate came to the gangway and sung out for those that had done their supper to come up and take in. Sail Fyot a Portugel not having finished his did not go directly up when he did go the mate met him at the gangway and says "Why dont you come up when you are called Sir?" he told him he come soon as he had done his supper. when the mate smell him five or six blows side of the head and told him to haul down the flying-jib. The Capt stood before the works and saw it but did not say a word in reproof to the mate, I was below but heard the blows. several of the crew saw it.

28th Blood fresh during the night finished boiling and cooled down before daylight. Cleared up and washed decks off at breakfast and had our watch below this forenoon raised the island again and stood for it, on coming on

deck after dinner found ourselves becalmed in under the high land of the island, about 2 o'clock raised boats close in shore which appeared to be going up and down the shore lowered the Starboard Boat and pulled in found them to be the English surveying ship Herald's boats surveying the island, the same that we saw in San Francisco. The Capt ordered the anchors to be got off the bow and cable hauled up and preparations made for coming to an anchor.

29th The wind remained light and baffling during the night and this forenoon. At work stowing down the oil the whales making about thirty barrels. There being no prospects of a breeze our watch was called about 3 o'clock this afternoon to man the boats we commenced towing the ship but the ~~harbour~~^{bay} where the Herald lay was a long distance off so far that we could but just see her, and having a strong tide against us did not gain much by towing, therefore after pulling hard about an hour and finding we had not gained hardly a ship's length the Capt called us aboard.

30th Had light baffling breeze all night but by brace-
^{and spruying}ing the yards every few minutes so as to catch all of it we succeeded in getting within four or five miles of the ~~harbour~~^{bay}, when it fell calm again after breakfast lowered the boats and commenced towing again but did not make any more progress than before the Capt called us on board and got into the Starboard Boat and pulled up to the English ship he soon returned with one of their ^{boats} in company to pilot us in while he was gone a light breeze having sprung up we were standing slowly in hauled aback and took them on board and came to an anchor about noon the English men-of-war men helped us furl the sails and after dinner we sent down the fore-topmast and prepared the new one to send up. A boats crew of which I was one pulled the Capt ashore but were not permitted to land as the beach was stony and quite a surf rolling in the Capt ordered us to stern off and lay a short distance from the shore till the breeze back but it was no great disappointment for the island is almost barren presenting a very

rough uneven surface, finally terminating in a range of high mountains in the interior formed by successive hills and valleys, in the ascent, from the beach, there was nothing like vegetation to be seen with the exception of a few shrubs from which it seemed to me almost impossible for the goats (which the Englishmen told us were very plentiful here) to gain a subsistence. There were two of the Herald's boats with their crews lying at anchor a short distance from the beach waiting for some of their officers we dropped our boat alongside of them and entered into conversation found them as English men-of-war-men are represented to be, a fine good hearted jovial set of fellows ready to give us any information that the inquisitiveness of ~~us~~ ^{you} ~~the~~ ^{their} dictated us to ask. we learnt from them that they were employed by the English government to survey the Western coast of North America with the adjacent islands from Peking Straits to down to the Isthmus of Panama. they told us they had dropped anchor nine times since we saw them in Francisco, arrived here the 25th and had surveyed the whole way around the island (which is called Oerai) as well as the interior they complained of their life as being a hard one said they were in the boats from daylight untill ten or eleven o'clock some times, pulling along the coast into every little bay or cove, we told them the hard ships of whaling and added that many of our crew would willingly exchange places with them if it was in our power. About four o'clock the Capt came down to go aboard having been up to visit the officers of the Herald some of which were engaged surveying inland and had a tent pitched ashore for their accommodation we pulled aboard and found they had got the topmast down on deck and were fitting the new one we helped clear up decks, and after supper hauled up more cable as there were some signs of its coming on to blow, after this all hands but one of the officers and a boat-stewer went below as we had "all night in," whenever we were at anchor as the old man is afraid to trust Jack to stand a watch for fear he will

take French leave, so the officers and boatsteers
have that pleasure all to themselves, and we are
left to enjoy the comfort of a whole night's sleep.
31st All hands were called at daylight and we commence
ed sending up topmast which we finished together
with the topgallant-mast and set up the rigging
by ~~three~~ o'clock, when the Capt was intending to
weigh anchor but it being too late to have the assist-
ance of the tide and the wind being light he
concluded to wait untill morning, so we had
the rest of the afternoon to ourselves, after filling
the scuttle butt. - - -
This morning the Herald got under weigh and
stood out under all sail in fine style bound for
the main land, where the Schooner Pandora ~~has~~ ten-
der is lying. - - -

November 1st Sunday, this morning we took our anchor
before breakfast there being very little breeze the
boats were ordered down and we towed about an hour
when we were called alongside to breakfast after
which we heard the welcome command "man the
boats again every one felt as though he was being
robbed of his Sunday and there was very little
pulling with a will for Jack always feels a
great regard for the Sabbath perhaps not so much
for the sacredness of the day as for the leisure
it brings him and if anything more than necessary
duty is to be performed it makes him feel sulky
and discontented and the vials of his wrath are
poured upon the head of the old man as in this
case he was cursed and called an "old fool" for getting
under weigh in a dead calm and the inquiry was
what he came in for? it did not appear for anything
particular only to send up the topmast which he
all thought might as well been done in San
Diego where we laid so long doing nothing, finally
the curses were turned into jokes at the old man's
expense, some thought the "old fellow" wanted to buy
the island, others said he had ten or dozen "monkeys
jackets" left in the "top chest" which he was in
hopes "to trade off to the Herald, and the like,
jokes were passed around, untill a light breeze
sprung up enough to keep her from drifting in
shore when we were called aboard, and took our
starboard anchor on the bow, after dinner a stiff
breeze set in from the N.W. and we commenced

beating to windward to get near the place where we took the whales the breeze increasing at sunset took in top-gallant sails and doubled reefed the topsails. A bounty offered for sperm whale

2^d This morning took the reefs out the topsails and set the top-gallant sails except the fore which we were obliged to send down as the yard was found to be cracked and unfit for use. The mate commenced fitting a new yard as the cooper and carpenter were engaged in working out a new main-topmast, as the old one was sprung and unfit for carrying a heavy press of sail.

3^d Made the small islands to the Northward of Leres the same which we saw the day we took the whales. This evening at sunset took in sail the watches being divided each into two watches. Now, West fashion, we now knew that we were going to cruise awhile for sperm whale around the islands.

4th This morning all hands were called at six o'clock to wash decks. Have been beating to windward all night this morning found ~~some~~ had worked to the Northward of the island made sail and are now running down the western side of them. This afternoon the Capt sent the mate ashore in his boat to see what discoveries he could make found one of the islands covered with great numbers of hair Seal after the boat had been gone about two hours the Capt ordered the signal to be set at the thirteen peak when the boat returned and we stood along down the coast.

5th This morning found ourselves in a large bay nearly opposite where we lay at anchor on the other side of the island stood down the bay the Capt closely observing the shore with his glass until afternoon when we stood out away from the island towards the main land, heard the Capt remark to the mate pointing at the beach that That was the beach, inferred from that that this was the place where we were to come to take ~~the~~ ^{the} oil.

6th In full view of the main land and beating up the coast against a strong breeze from

7th the N.W. engaged mending sails. —
worked on sails this forenoon, this afternoon
it being Saturday all hands were allowed
to do their washing, and the Capt. told
the mate hereafter to give each man a bucket
of fresh water every Saturday afternoon and allow
them that time for washing, and to have none
done any other time. This regulation met the
approval of the whole Ship's company as
it was much more convenient for us to do it all
up at once than the old habit of having tubs
and buckets of clothes standing about the decks
all the week and washing a piece or so at
a time as we could catch a leisure time in the
watch on ^{duty} for no one was willing to stay up in
their watch below to do it.

8th Still blowing fresh from the N.W. took in topsails
Sunday. The breeze increased last night so that
we were obliged to take a reef in the topsails,
with the most disagreeable motion to the ship
that we have experienced since left home, there
being a rough chopping sea on which caused her
to jump and pitch performing all sorts of figure
at sea having struck her and knocked her
off in one direction another would come and
take her before that left her, and send her in
a different direction causing her to reel and
stagger like a drunken person.
Another alteration made in the watches the second
third and fourth mates each taking their own boat
crew, thus making three watches the mate not
standing, therefore his boat's crew and the Ship-
keepers were divided between the three, this was
done for the purpose of having more men at work
on deck at a time (as there is a good deal of work
on the rigging, mending sails &c. to be done) as
they are contrived that two watches are on deck
in the daytime, and one at night each watch
having a forenoon and an afternoon watch below
for two successive days, having all day on deck
the third, the watch is set at six o'clock and the
one having the first watch is called at six in
the morning to help the morning watch wash
decks, while the middle watch are allowed to
sleep in till breakfast at 7 o'clock.
Peter Antoine, one of the Portuguese returned to duty

Having laid by about a fortnight on account of
Malaria, which fastened on him so bad he
could scarcely crawl on deck for several days
one is to be pitied who is sick on board of
a ship especially a whaler for he seldom
receives any sympathy from the quarter-deck
for instance the morning we got under weigh from
the island the mate came to the gangway and
sung out to Peter and asked him how he was he
replied that the pain had taken hold of his
arms and ^{was} very troublesome or something to that
effect. Well says the mate well take you ashore
and bury you.

9th Found we had beat up abreast of the islands on
the West side, and were close in this morning.
Sent down top-gallant-sail repaired it and beat
it again, Carpenter finished the main topmast.

10th Nothing occurred worthy of notice.

12th Still beating to windward in sight of the
main land, Standing on one tack all night
and the other all day. Nothing to be seen
in the way of whales except an occasional
spout of a Finback or Humpback which causes
some excitement when they are first sung out for
on account of the large bounty which is offered
for sperm whales, the officers and boatswains
contributing fifteen dollars and the Capt. giv-
ing as much more making in the whole thirty
dollars which was sewed up in a bag and hung
up on the quarter deck and is to be the mans
property who raises sperm whale enough to
make fifty barrels any-thing less takes half
of it, this is done to encourage our foremast
hands to keep a sharp lookout as our lays
are not sufficient to induce us to care much
about getting whales, only for the sake of filling
the ship so as to get home, but now there is a
good lookout and if a man sees any thing re-
sembling a spout he sings out There she blows!
not knowing but that may bring him the thirty
dollars.

13th Fine weather although it grows rather cool as
winter approaches, still at work on sails.

14th During the first part of the day almost calm
breezing up about four o'clock, Still beating
up the coast this morning were off St. Francisco

- bay where we explored a few Sundays ago. -
- 13th Fine weather with light breeze.
- As we count the voyage half up being about seventeen months from home, I begin to think a great deal of home especially on Sunday when I have nothing to occupy my thoughts and consequently home first enters my mind on a fine Sunday morning like this.
- 16th Continues fine, still in sight of the land.
- 18th Fine weather with light breeze. have ascertained that we are going in to San Diego again, no land in sight to-day.
- 19th This morning in full view of the main land the Capt thinking by the looks of it that we were ~~for the~~ windward of San Diego about ten o'clock we squared the yards and set studding sails for what he took to be the bay after standing down the Coast about thirty miles he found he had made a mistake, ~~that~~ was not far enough to windward therefore took in studding sails and ^{cut ship} and commenced beating up again. This was another joke similar to the one on going in to St. Francisco which I forgot to mention at the time, the afternoon before we went in we were standing along down the Coast with a fine top gallant breeze when the old man discovered a bay some distance down the coast which he took to be San Francisco, he goes down into the cabin and dresses himself up in fine style his boots having the highest polish and his linen being arranged in the neatest possible manner and comes on deck strutting fore and aft the quarter deck with all the importance of a prince, thinking no doubt what a fine time he was going to have ashore that night, we stood along down ~~the~~ the bay at which we arrived about sunset when behold it was nothing but a light of land there being quite a point extending out, we took in sail and stood off and on the next morning ran down the coast and soon found the large bay of San Francisco. The old ^{folly} appeared very much crest-fallen when he found he had made such a mistake, and the next morning came on deck in his every-day clothes, we all enjoyed the joke very much, and there was now another feather in our caps for as he found this mistake, he turned to the mate with a face as long as the main top-bowline says he "we have ran to leeward further than

we can beat in 24 hours, we saw his disappointment and recollected San Francisco. But the old fellow took good care not to change his dress this time, and presume he'll never do it again, untill the anchor is down. At work on sails and rigging.

20th Beat up all last night and this forenoon made the islands off the harbour or bay of San Diego. But the breeze which had been light through the day towards sunset died away, almost calm.

21st Remained calm through the night after sunrise this morning a light breeze sprang up and we entered the bay of San Diego but we got becalmed in under the highland at the mouth of the harbour and the current being against us were obliged to come to an anchor about 11 o'clock. Found the Frigate Congress, the Sterling and Bark Piscawana, lying here all of which we left in Francisco. A boats crew pulled the Capt up to town, we learnt from them when they come back that the Commodore had not made an attack on the Pueblo yet but were to march sometime the ensuing week for that place with his men together with the volunteers to join Col. Fremont who is to attack it in the rear with his army of five hundred men, they said there had been but little skirmishing since we left. There is a brig lying here a prize taken by the U.S. Sloop of War Warren, she is said to have taken 13 prizes on the coast.

22nd Sunday, Sloop out today, with four thousand and fifty barrels of oil, four hundred and fifty sperm - This ^{morning} hove up our anchor and manned the boats for the purpose of towing up to the anchor age where the other ships lay, having a strong current with us did not loose the sails found we moved along quite fast although there was one disadvantage there being a thick fog which prevented us from seeing the ships, we passed the sandy point which makes out into the bay although we could scarcely see a ships length after which the fog lifted a little and we found we were pulling right in shore and were within a ships length of it the old man sung out to us in the boats to lay the other way, and was so frightened for fear the ship would go ashore that she let go the anchor & then we all thought she would have gone clear by pulling her head the other way, here we were about as bad off as we were at the mouth of the bay before we started being

little more than half way, to the anchorage opposite the
hide houses where the ships always lay,
we went aboard and washed down decks when the "old man"
with a boats crew went up to town and another boats crew
went with the mate to visit the ships in the Harb'or. I employ-
ed myself in reading, and writing a letter to send home
by the Sterling which is to sail the last of December
for Boston.

23rd This morning at daylight was called out and hoove up
the anchor and towed up within a cables length of
the Congress and moored her with both anchors. —
Afternoon sent down ^{main} top-gallant yard and mast and
lowered the top sail yard on the top and got ready for
sending down the old topmast and up the new one.

24th Sent down topmast while in the act carried away the
head of the Mizzen royal-mast the officer having charge
of the job having neglected to come up with the mizzen-
royal-stay, after which went to work fitting the rigging
the chief and 2^d mates had some words which arose from
the chief mates interfering and dictating the 2^d mate
in his duty in regard to the rigging. The Capt. call-
ed them into the Cabin where they settled it amicably
as they both came up and returned to their duty.

Yesterday one of the Congress men who was one of the num-
ber left at the town to guard it having gone out to the
mission a few miles back, having lingered behind, on
going out of his way to water his horse, become separated
from his companions, when a party of Mexicans ^{came upon him} who ran
him through the body, with their lances a weapon which
they always carry in war and which they depend a
great deal on in a charge, which they like better than fight-
ing at a distance with muskets. Some of the men seeing it rushed
to his assistance when the cowards fled the poor fellow
lived about forty-five minutes after he was taken up. —

25th Sent up the new main-topmast, and set up the rigging
also the mizzen top-gallant-mast which was sent down to
splice the royal-mast, which was carried away yesterday.

26th All hands called at daylight as usual when in port
to scrub decks an hour or two before breakfast.

This forenoon sent up main-top-gallant-mast and set up
the rigging and commenced rattling down top-gallant rigging.
Afternoon sent up ^{main} top-gallant and royal yards worked on
rigging &c. A boats crew of which I was one pulled the
Capt up to town, the sailors and volunteers were par-
aded on the square in the centre of the town and
their respective officers and drawn up in a line waiting

to receive the Commodore who arrived there about 2 o'clock under an escort of a Company of Marines and a party of volunteers mounted on horseback, he landed on the beach from his ship near the hide house, being accompanied with the band belonging ~~to~~ the ship and was received by the ~~the~~ ^{under command of} ~~the~~ ^{first pliers} ~~and~~ volunteers who had provided a fine horse for him and escorted by them to the town the Commodore made a fine appearance, sitting splendidly on his horse, on his arrival he rode around viewing his men and the King Lands with the officers when they all retired to their quarters. We passed the afternoon very pleasantly having found our old acquaintances the Sassenoke men who came passengers with us from San Pedro when we were there before.

2nd The old man came aboard and told the mate to let our watch go ashore on Liberty to-day. Soon the mate came forward and we heard the welcome news. Starboard watch got ready to go ashore, they got ready and landed at the hide houses. Hauled their boat up on the beach and walked up to town. Part of our watch went to help haul down the bark, as Capt Barker sent on board for help. He is repairing her putting on new copper &c. We got back to the ship about noon after dinner. Haul the fore top sail having sent the other down for the purpose of hauling the one that we had repaired on the last cruise, after which cleared up decks for the night.

28th After washing off decks and taking breakfast, our watch got ready to go ashore on liberty and got into the boat the Chief Mate Mr Simmons being with us, he told us those that wanted to land on the beach at the hide houses and walk up to town might do it consequently we pulled in shore and he asked who was going to land here, I told him I was going to walk and Fitzgerald one of the boatswains and four more of my shipmates jumped out on the beach, the mate called to John Sampson the storage boy and a fellow named Frederick Leavings to come back in the boat, saying I must have a boat's crew, Boy John got back into the boat, but Frederick told him he had rather walk he told him again to come back in the boat, Fred not starting to get in the boat and telling him again that he had rather walk ~~return for~~, the mate jumped ashore and took hold of his collar and struck him in the face and eyes about twelve or fifteen blows and gave him a push towards the boat telling him to get in the boat he told him he would but he wanted to get his cup which had been knocked off in the scuffle, he then let go of him

and he picked up this cap and got in the boat, we walked up saw the boat hauled up on the beach about half way to town where they had landed and gone on when we arrived there they had been there some time, as we did not go directly up but went out of the road to shoot at the sea fowl along the beach as Fitzgerald had taken a musket with him in case he saw any game and being accompanied by Pulaski one of the volunteers who came down with us from San Pedro, and who had been down to the Congress to get his rifle repaired and ~~was~~ was just returning to town, he was a great marksman shot a large fowl sitting on the water at the distance of about a hundred yards on our way but most of them were so wild that we could not get near them there was something rather singular about this man he had been in California several years had assumed the regular hunter's dress with his long hair hanging down over his shoulders and creeping along stealthily and noiselessly making every appearance of an Indian when he was trying to get near the fowl. He appeared like a fine good hearted fellow from what acquaintances we had with the ~~thrice~~.

We passed the day quite pleasantly with our old acquaintances the Sacoas, men went up and viewed the fort which they are building on the hill back of the town and the old Presides at the foot of it and returned to town and about three o'clock started for the boat being tired enough without walking farther than we were obliged to, the mate came after us and we jumped in the boat and pulled aboard it being about dark when we arrived to the ship. The Stonington being ordered down to leeward after bullock and horses got under weigh today and the current being strong drifted down ahead of the Sterling carrying away ^{her} flying-jibboom but doing the Stonington but little damage she swung clear and came to again, and to night after we had taken supper the 2^d mate came to the gang way and sung out "Man the Boat we being tired having been walking all day and the Starboard Watch having been ashore wooding were also very tired and knowing that they wanted us to help tow the Stonington as the Frigate's boats were going so we did not start when the 2^d mate sung out "Starboard and Bow Boats Crew" but they did not seem inclined to go so he went aft and told the "old man" he came forward and sung out "get out of that all of ye" Martin Gomez one of the Bow Boats crew went up the gang way and he stood there with a rope and struck him four or five blows and sent him aft to go in the boat and then came down into the fore-castle and drove us up giving some a kick and others a slap in the face saying "I shall have to

give you fellows a thrashing," I had turned in and was just putting on my clothes when he came down she said but little to me only asking me if I heard and turned out as soon as he called then we were obliged to go and pull that ship outside after part of us had been hard at work wooding all day and the others ashore on Liberty walking five miles to town and back. but we were slaves and must do the bidding of our masters let the task be what it might without uttering a word of complaint, we got back to the ^{ship} between nine and ten o'clock.

29th Sunday A boats crew went up to town with the "old man" and were gone all day and the mate went off sporting with ~~and~~ four or five of the Saanunah's men came down from town to visit us, stopped all day and took dinner with us. Carpenter at work on board of the Sterling fitting a fibboom, as she was to sail tomorrow they considered it necessary work. A sail in sight outside today -

30th The West and Boro boats went ashore on the old man and Island wooding we had a severe time it being very rainy while we were there and having no shelter were obliged to sleep at noon in the rain being wet to the skin, we got our boats loaded (after backing the wood over half a mile to the beach we then had to back it a long distance through the mud and water two men standing in the water to keep the boat afloat at the same time keeping her as near in as possible,) and got aboard about sunset. This morning 2 of the Saanunah's men were brought down on board the Congress and flogged for not getting back to town in time they being of the party that visited us yesterday they were put in the Calaboose and kept all night, and in the morning they went to the Commodore and complained of this where he ordered them on board of his ship to be flogged, this is the manner ~~for~~ which "Poor Jack" is treated, receiving no sympathy from his officers but plenty of stripes from the Commodore down to the midshipman.

December 1st This morning the Sterling hove up her anchor and dropped down near the point, Today the "old man" shipped two men one to live in the storage the other for ~~was~~ then men being well acquainted with the coast, and knowing where to find the ~~best~~ ^{the best} ~~place~~ ^{place} we considered them quite a desirable addition to our crew, also took on board as passengers Capt Stevens and some Indian accompanying him who are on the coast after hunting and who have lately lost their boat with about 1200 dollars worth of skins she having got adrift while

at anchor they were now going down to Leonard, there is also an Italian going down to St. Vincent with us. This afternoon hove up anchor and set sail to go to sea but in going out ran aground on ~~the~~ flat it being ^{low} tide were obliged to let go the anchor and again furl the sails and wait till to-morrow.

2^d This morning got underweigh in company with the Sterling there being no wind were obliged to tow outside, it being noon when we went aboard, afternoon had a light breeze from the Northward.

3^d This morning the Sterling was nowhere to be seen she being bound to St. Francisco. The Capt, the Italian, and Capt Stevens with one Indian were pulled ashore in the Larboard Boat to go up to St. Vincent which is about 9 miles back in the country the old man expecting to get some recruits there, as the boat came back with orders to the mate to send two boats in to-morrow morning while we were to lay off and on with the ship, raised some humpbacks and the mate having command and being determined to improve the opportunity while the old man was off ordered two boats the Larboard and Waist boats to lower and give chase to them the Larboard Boat pulled on to ^{one of} them but being too far off the boatswain only succeeded in picking him which galled them so could ^{not get} near them afterwards.

4th Sent the Starboard and Larboard boats in this morning after breakfast, afternoon lowered the waist and Bow Boats for humpbacks again, Mr Simmons heading the Bow boat and Mr Antoine steering him he succeeded in getting on to sail and struck him he went about four ships lengths railroad like when the line parted and away he went so we went aboard.

About sunset the boats came off with the Capts they having just come from town did not bring anything in the boats as the Indians had not got down to the beach with the carts when they came off so we were to ^{in the morning} go again.

5th This morning found we were becalmed a long distance from the shore however lowered the waist and Bow boats after breakfast and pulled in Capt Stevens going with us as pilot the mate also went carrying a few pieces of Calicoe to pay for what he might bring off, we had a tug-tious pull it being about 30 miles and running hard a greater part of the way, we got back about two o'clock and were willing to change our clothes, eat dinner, and turn in I never was more stiff and lame having sat in one position so long pulling and being wet to the skin.

we brought off a bullock which the Indians had killed before we got ashore, and a lot of Squashes, two goats, three sheep, a few watermelons, some grapes, and a lot of figs put up in bags made of raw-hide, besides a bag of peas and a bag of wheat, which the mate paid for at the enormous rate of 24 dollars for a piece of Calico. A Spaniard came off with us who is going passenger somewhere down to leeward, after came aboard stood along, down the coast, with a light breeze.

6th Sunday, Sea squally through the night with rain this morning, Capt Stevens took his canoe which he brought with him, and the two Indians and paddled in ashore. we filled away and kept on, afternoon made the Bay of St. Francisco and stood in for it and came to anchor about four o'clock. ~~here we are to lay over for the Hump-Back if we can get them, and before the end of the sea-son, or, this is the same Bay we explored six weeks ago, on our cruise down the coast.~~

7th Broke out the fore and after holds to ascertain what quantity of provision remained in the ship found we had but four Casks of Bread to last us to the Sandwich Islands where we could get more found plenty of flour however.

8th Capt Stevens and two Indians joined us and we weighed anchor and stood down the coast for the island of Ceres where we were to land them and the Spanish gentleman.

9th This morning made the island of Ceres on the weather bow and stood along down between it and Boneta and in the afternoon landed the Capt and his men with the Spaniard, we then wore ship and stood away from the island in a westerly direction I now think it is the Capt's intention to cruise awhile for sperm before the ~~blowing~~ season comes on.

10th Broke out the beef which we killed and salted in Francisco, found part of it was spoiled owing to some mismanagement in putting it up, threw overboard that which was hurt, and boiled over the pickle for the rest, the islands in sight this morning.

11th At work repairing an old topsail, made the island of Gaardaloupe on our weather bow, steering W. by S. the Blacksmith engaged in making knives for all hands, to use for skinning ~~deers~~ ^{deer} should we be fortunate enough to fall in with them.

12th Beating up with a moderate breeze towards the island

13th Sunday, this morning Mr Antoine being at the mainmast-head sung out "There she blows!" which created quite an excitement as he answered the old man that they were sperm whales now it was all bustle on board, the watch was called and the boats got ready for action, we were almost sure Mr Antoine had got the 30 dollars bounty, in the midst of all this they sung out that they were fun-backs or hump-backs, so we were disappointed, calm weather

14th This morning before we had finished our breakfast the mate came forward and sung out as usual "Let's see you there in the fore-castle" George Mitchell our man we shipped in San Diego answered him "Ay! Ay! Sir when we get through breakfast" the mate then sings out again and adds "don't give an other answer like that while you are in the ship" we then went up and went aft to trace the yards George put his jacket on and came on deck and was going to relieve the mast-head as ~~the~~ came up the mate says "you are the first man to answer and last man up" the old man who was standing on the quarter-deck saw him and says to the mate send that man along aft at the same time come along and met him in the waist and asked him what was the matter he told him he had not got his breakfast when the mate called or something to that effect, says the old man you said as much as to say you would come on deck when you get ready, he then gives him a slap in the face and told him to go aft George told him it was his mast-head and moved to go when the old man pulled him back and struck him again and took hold of his throat and commenced choking him George took hold of his collar and pushed him off and the mate steps up and told the old man he better let him alone, the mate says fetch him along aft he went aft with them the old man commenced choking him again and ordered some spungers brought to seize him up which was got and they tried to seize him up but he resisted, and told them "you mustn't seize me up" Capt Simmons no that won't do, they found he would not submit to it willingly, by they jumped upon him and throwed him down again, the cabin gangway and called to the 2^d and 3^d mates for help he kept them all at work some time but finally they succeeded in getting him seized up ^{in the main rigging} and some rattling stuff was brought to flog him with but he told the old man, his name was in his article

that he did not belong to this ship and if they flogged him he would be sorry for it. He considered on it awhile and concluded it was not best to flog him. He kept him tied up five hours and a while they were down to dinner he cast himself off. When the mate came on deck after dinner he asked him who cast him off. He told him that he did it himself well says he "Come aft your a foolish fellow." He went aft and the mate seized him up again without his offering any resistance. They kept him there about 15 minutes and then cast him off and sent him for water. He told the old man ~~that~~ he wanted him to set him ashore that he did not want to go in the ship. He told him he would and to go below and not show himself any more than possible, this is what we dogs have to suffer. Remains Calm.

15th Some at work on the old topsail others making seams. This afternoon George by the advice of his friend Peters and others went aft to the old man and they compromised their difficulties so he returned to duty. Last night took in topgallant sails and flying jib. To night after supper took in sail reefing top sails.

16th This morning the island in sight about 30 miles distant. Broke out fore hold and fore peak for Stacks which the cooper is to set up for elephant oil. This afternoon came up with the island and squared the yards and ran down the lee side. There are a number of small islands on this side one of which is very singular in its shape one side being perpendicular and about 20 feet high. After passing them luffed up to the wind and took in main topgallant sail and flying jib.

17th Blowing a stiff breeze. Broke out after hold and between decks to make room for casks which cooper is setting up.

19th Left the island of Guadalupe astern and stood on in the direction of Ceres.

20th Sunday. Made the island of Ceres and the same islands of Poncha abreast it also raised a sail to the leeward of the island. All was now settled on board making preparations to land our party with casks &c. for taking the sea elephant oil as it was presumed that the strange sail was a whaler who had learnt there were elephant on the island and had come to take the benefit of them and consequently blast all our anticipations of taking a good quantity of oil which we were expecting to have all to ourselves our fears were realized on

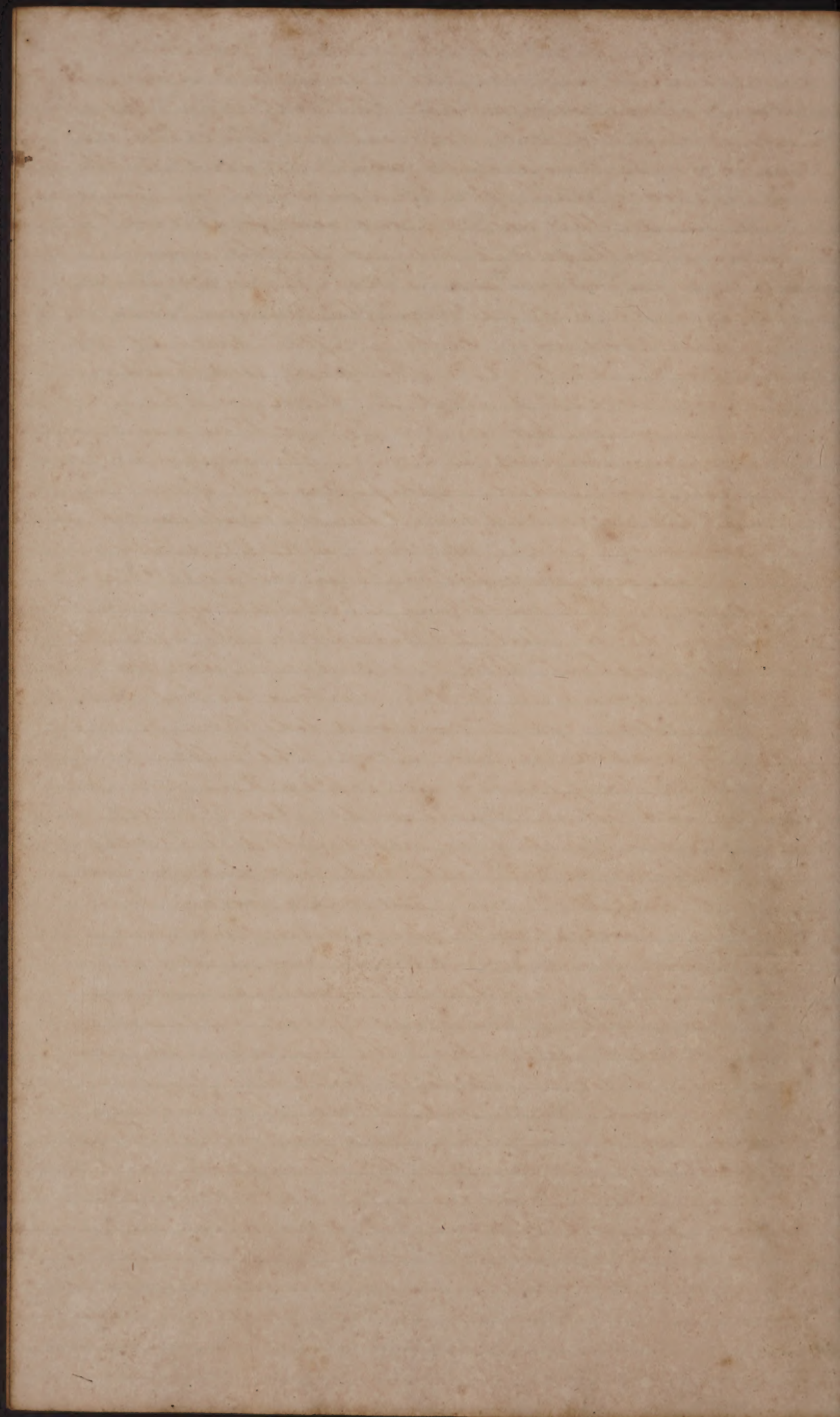
standing into the Bay and coming to an anchor a boat was sent on shore and was met by Capt Stevens who informed us that the sail outside was the Bark United States of Stonington who was in Company with the America of the same port were cruising around these islands in search of elephants that they had landed here and ascertained there were none on the island, everything now was to be done in a hurry we must land our casks and set our try-pot before them therefore this afternoon as soon as the sails were furled all hands were busily engaged landing casks and after sunset the mate with a boats crew took the try-pot in tow and went ashore and set it up getting back to the ship about 10 o'clock.

1st Early this morning Mr Samsom accompanied by Capt Stevens took a boats crew and pulled up to the elephant beach to ascertain how many there were and to kill some if they thought it expedient they got back to the ship about 8 o'clock in the evening bringing the blubber of five elephants which they killed found them in great numbers on the beach one of the men killed one with a stone. The rest of us were engaged in landing the remainder of the casks. Shooks & Co. the U States came in and came to an anchor.

2^d Landed the boatload of blubber the mate got jammed taking a boat in through the surf pitched our tent and the "old man" made an agreement with the Capt of the U States and Samsom (who were both on board of the States with the crews of both vessels the America being at anchor in Turtle Harbour a boat 50 miles to leeward of this island) to land the same number of ^{each} men and share the oil we to have as much as both the other ships and they have commenced landing things to-day, are to land 16 men, and we the same number counting Capt Stevens and his two Indians as a part of our company.

3^d Finished landing provisions & Co. the States landed her men, and built their tent, there are three apartments to the tent the officers and boatstewards are to occupy the centre and we have the room in front while the men of the other party occupy the room in the rear of the officers, it is made of old sails which are supported by the light spars from the ship and which make ^{comfortable} ^{house} ^{quite}

24th After taking ashore our clothes and all necessary articles which we should want all hands came off and helped get the ship under weigh when she was fairly outside we took our leave of her for a month or six weeks she is to leave the 2^d mate with a party on the main land somewhere to the leeward of Turtle Harbour when she is to come back to the harbour and lay (as that is the only safe harbour on this part of the coast) untill we get some oil or fail in the attempt.



Feb. 4th Sail ho! A Portuguese named Manuel Francis
who had been in the habit for several mornings of
turning out earlier than the rest of us and going
top of the hills to look out for the ship, this
morning he saw a sail and sung out to the top
of his voice Sail ho! which immediately turned out
all hands this was welcome news for no doubt of its
being the Magnolia all our doubts about the ship
being lost vanished and we began to congratulate each
other on her safe return. Mr Simmons hurried
breakfast and immediately after pushed off with
a crew to meet her she made good headway having
a strong breeze and about 2 o'clock in the afternoon
came to an anchor in the Bay within a mile and a
half of our landing. as soon as the anchor was down
the mate came ashore to prepare a raft of casks and
soon as the sails were furled the other boats came off and
we commenced taking off our casks &c. it seems Mr.
Pierce had been more fortunate in his expedition he
had succeeded in taking 250 barrels of oil and now
had on deck about 20 barrels of blubber had got
all the elephant they saw. and Mr Pierce had sent
a boats crew up to Twi to harbour to help get the
ship under weigh to come and take them off and she
was there when we came down. While they were land-
ing there things they were obliged to take the mate
and stand off in a gale under double reefed top-
sails. the surf they represented to be very heavy
where they were one boat had been turned over going
ashore and the crew came near losing their lives.
Had been favoured with fresh provisions finding Tur-
tle, Island in abundance and now had got turtle
on board. They reported the buerica having gone down
the coast after California Greys a species of whale
which are to be found in the bays along the coast that
are very difficult to take being more dangerous to
work around than right whale. The Mackerel State
having lost a whole boats crew last year taking them
did not feel inclined to try them again, and had
gone up to St Francisco Bay humpbacking.

Got off two rafts of casks having our oil in one of them
being about 45 barrels making in all about 300
barrels elephant oil. it was after dark when we fin-
ished hoisting in the oil we also brought off our
bed clothes so all hands went below at supper and
turned in and it really felt like home to lay in my
old berth and and have a good smoke at the pipe.

5th All hands were called out at daylight took their fast, maned the boats and went ashore after the remainder of the cattle and to break up the can. I went ashore with the rest but being badly chafed Mr Simmons sent me on board, finished getting off our things and about 4 o'clock got under weigh and stood out of the Bay to weather side of the island with a stiff breeze from the N.W. and commenced beating to windward, bound to St Francis Bay ~~San Francisco~~ this evening each one had to relate his exploits among the elephant and the great risks of the surf which made the day watch pass off very rapidly and it was six bells before we were aware of it.

5th Although we have a strong topgallant breeze more to windward very slow being only abreast the Boneta this morning, all hands engaged in stowing down oil I went on deck to go to work but the mate sent me below again and told me to keep still and to get and ease myself as I was very badly chafed and being in the water rafting casks had not helped it but proved an injury.

7th Sunday, this morning the watch on deck washed off decks and the Starboard watch got a watch below this forenoon and the Starboard had the same in the afternoon, fore part of the day had a moderate breeze but towards night it breezed up and before midnight it blew a gale, nothing more to be seen of the island.

8th Blowing hard this morning about daylight the jib was carried away and blowed to ribbons also carried away sprit sail yard on the Starboard side which was occasioned by the anchor getting adrift and playing back and forth which wrenched the yard off. Under double reefed top sails ship labouring hard there being a heavy head sea on which causes her to pitch and roll very bad. The larboard watch this afternoon broke out the last cask of bread remaining in the ship therefore we expect to be short before we get to the Sandwich Islands.

9th During the night the wind lulled shook the reefs out of the top sails and set topgallant sails, one watch engaged breaking out and clearing up the fore hold.

10th Last night in the first watch the wind hauled aft so that we could run before it for a few hours.

then it came ahead again. Today Moderate breeze
with thick fog till evening when it cleared
away engaged breaking out the after hold to
make room for ^{this afternoon while standing in shore we} Capt. R. ^{heard the breakers and were near enough to}
^{to judge time to get the ship about or to see them all though the fog was very thick}
flowed ^{two or three} ^{more we should go back} ^{the fog was very thick} ^{the fog was very thick}
the whole to stow 278 barrels, Calum. in the
morning but about 10 o'clock we took the breeze
and about 10 P.M. came to in the large bay of
St. Francisco filled the sails and all hands
went below. This morning having got better I
went on deck to my duty.

2nd This morning Capt. Stevens dispatched one of his
men to St. Remon the old man sent for two
ballocks to be brought down to the beach, for him this
place is about 6 leagues from the bay. Lowered all
four boats to go in pursuit of whales as there
were spouts to be seen before breakfast which
was taken to be humpbacks we gave chase to them
and found them to be California Greys, which no
doubt was the cause of the U. States leaving as
soon for it seems she had been here for Mr. Simmons
found carcasses of elephant on the small island
to the windward of the bay about 9 miles from
the weather point. Chased whales all day but
did not succeed in fastening they seemed very
shy coming up and only spouting once, and down.
When the boats came alongside to dinner we saw the
other boats towing the Larboard Boat and a small boat.
She was stowed by a whale but on their coming
alongside found that a colored man named
Henry Parks had been taken with a fit in the
boat and that it took most of the crew to hold
him he had bit the throat so as to cause his
teeth to bleed, and after we got him on deck
and was trying to get him below he saw the big
works and started back I had hold of one arm
leading him along and another shipmate hold
of the other and got away from us we were no more
than children in his hands finally we succeeded
in getting him below and into his berth, when he became
quiet.

3rd This morning Parks appeared better was quite rational
but about 10 o'clock a fit came on and he jumped
out of his berth and hauled four or five chests out
into the middle of the fore-castle very quick and
spiteful and said he was going to build a house
as no one would build it for him we all run down

and it took three or four to hold him we got him on deck and in about an hour he came to a little so we could handle him and we put him in his berth again. The Capt had gone ashore with Capt Stevens to land his things but when he came aboard after dinner Capt Stevens bled him which relieved him a little it seemed to be some disease of the brain he did not come to his senses in the afternoon.

All hands engaged setting up rigging Mr Linn and two men went gunning and killed a few sea birds.
14th Sunday, a boats crew pulled ashore to see if the Indians had come down, but he did not come. after dinner we got under weigh and stood out before a moderate breeze from the N.W. bound down to Ceres again to see if there is more elephant to be got.

15th The anniversary of my birthday. This morning at day-light sailed down plain to the sea about a point on our lee bow, we ran down within about 15 miles lowered three boats and pulled in to see if there was any elephant on the beach and to kill if there was any the boats had not been gone but a short time before the old man perceiving the weather to look rather bad set the signals for the boats to return about three o'clock a squall struck the ship and we took in top-gallant sails and the old man deeming it not safe to remain on a lee shore faced up and stood along on the wind we weathered the point, and hauled up more of the cable and came to, the other side of the island at our old anchorage, and furled the sail about sunset, there being only one boats crew beside cook, steward, and the boy, we had but just got down from aloft when we perceived the boats coming around the point, they had followed us and expecting we should come to an anchor off Ceres for them, it seems they had not seen our signals and had been unable to effect a landing on the beach on account of the swell setting in causing a heavy surf which was unsafe to go through.

16th This morning turned out at daylight and washed off deck, after breakfast, we heard the command turn to there "Man the windlass" we took the anchor and stood out with a good breeze bound down to the thirty mile beach to see if any elephant had hauled up since Mr Pircys party left there, this forenoon sent up studding-sail booms, and set the sails, this evening at dark was in sight of the beach.

17th Stood off and on all last night laying aback part of the time. this morning at daylight all hands were called out and took breakfast manned three boats and went ashore, had a very light breeze during the forenoon about 1 o'clock P.M. the boats came aboard bringing the blubber of 8 elephant (all there was on the beach) and 3 turtle, hoisted in the blubber, hoisted forward the main yard and after dinner a breeze sprung up and we set our studding sails, steering S. W. by W. bound for the Sandwich Islands.

18th A strong breeze from the N.E. carrying a heavy price of sail, foremast hands making sennet boat stainers preparing boats and craft for whaling, &c.

19th Breeze same as yesterday going along at the rate of 8 or 9 knots an hour, engaged drawing yarns from "old junk" shooting ~~studding~~ preparing them to be made into spinnage.

20th Last night in the first watch we set the lower studding sail the wind having hauled a little more to the Eastward so we squared the yards, a short time after heard a cracking like the report of a musket looked aloft and saw that the fore-topmast-studding-sail tack had parted and the same time the boom went by the board hauled in the lower studding sail and sent down the stump of the boom, and shifted the Lar board boom over and set the sail again, going along rail road speed with a fine breeze, all hands at work breaking out the after hold and stowing the flour in the run and getting casks ready for water, also tried out what the blubber there was making 8 barrels, the wind lulled a little although there is now a stiff breeze, steering W by N.

21st Sunday, Wind remains strong.

22nd Broke out the after hold and stowed casks in the second tier for receiving water, in the afternoon engaged making spinnage, also stowed down the 8 barrels of oil in the fore hold, and stowed all the flour in the run.

23rd Mr Simmons and the Carpenter engaged repairing the waist Boat Boatstainers at ^{stow} on rigging and the foremast hands making spinnage, the wind lulled a little although there is now a fine breeze.

24th Wind variable being obliged to shift over studding sails every watch it first being on one quarter and then on the other, with frequent squalls of rain. Mr Simmons and Carpenter at work mending Starboard Boat, all the boats being more or less injured on the beach while elephanting. The mate gave our watch no watch below to-day keeping us all day on deck making

Spung arm on account of some of the watch not turning out last night when the watch was called as soon as he thought it their duty to. there has been no afternoon watch below given this week.

25th Had copious showers of rain during the night which continued till 10 o'clock this forenoon when it cleared away the sun coming out very warm and pleasant. The mate and carpenter at work on the Starboard Board this forenoon, as the ship had a list to port we were at work between decks shifting over a lot of Hoop iron on to the Starboard side so as to give her an even keel untill the rain ceased, when having caught a ^{quantity} of rain water it was thought a good time to wash ship therefore we commenced with ^{and} lye and soap to wash the bulwarks and scrub the deck which took the remainder of the day making her look so nice as a ladies parlor. the "old man" like a peacock who is always looking down to her feet, seems determined and in fact takes pride in having the ships hull clean and the deck scoured white especially when making a port to the neglect of the rigging aloft seeming to have the impression that no notice is taken of a ship above her decks. This afternoon while we were washing ship Mr Simons and Mr Axtine were engaged painting their boats, raised the spout of a ^{it to be a pump back or for} whole boat.

26th Employed as usual making Spung arm. Mr Pierce and Hudson painted their boats. Light breezes and fine weather. Parks so far recovered as to return to duty.

27th This morning broke out for water after which engaged as usual, cooper at work at his trade making a line tub &c. Afternoon the mate gave us permission to clear out the fore castle which was done by taking all the bedding &c. on deck, and giving it a thorough scrubbing steering W. with a moderate breeze.

28th A little stronger breeze than we have had for several days as it is the Sabbath we observed as it is usually observed by the heathen when they have no whaling to command their attention that is by roasting the dirt which has been collecting during the week from their bodies, attorning themselves in a clean suit of clothes, sleeping, reading, &c. untill the dog watch which is the time generally devoted to spinning yarns, talking of home and the kind friends left there, and speculating on the probable length of the voyage and making calculations as to about the time of our arrival to that land where we shall reside. we

shall be welcomed and receiving the greeting
of those friends in sweeter tones and other terms
than, the Thundering fool "You old Turk" "You
Thundering ~~old~~" and the like which is said, ring-
ing in our ears, from the lips of our dignified Capt.
March 1st Had variable winds during the night conse-
quently we were busily employed the greater part
of it exercising Studding sails shifting them
from one side to the other in the morning watch
however the breeze became steady on the Star-
board Twaister, steering west.

Today wind remains the same with frequent show-
ers of rain the watch engaged scrubbing decks
with sand there being plenty fresh water on deck.
Mr Simmons employed making a winch for the
manufacture of worming, sieving stuff &c.

2^d Fine weather with light winds the watch engaged
drawing and knotting yards for spinnaker, Bill
Peters and Fisher at work on a side ladder which
is to be hung over the side while in port for an
accommodation ladder. Mr. Simmons made an
experiment with his machine which worked well
for making fancy stuff for the ladder. Mr. Antoine
engaged pointing the fancy man ropes for it.

3^d Land ho! This morning the Starboard watch having
the morning watch on deck raised the island of
Mowee on our larboard bow and Ophelia on the
beam, unfortunately the wind died away to almost
a calm, having had a good breeze till this
morning since we left the coast making the
passage from land to land a distance of 240 miles
in 3 days and a half it being just two weeks
this day noon since we left the coast of California
this forenoon made another of the islands called Rana
sent up signal masts, the watch occupied in dif-
ferent parts of the ship getting her in order for
entering port.

4th Had a very light breeze during the night this
morning found ourselves in the passage between the
islands of Mowee and Molikiea as soon as daylight
appeared the Capt. lowered the Starboard boat and
pulled around the point for Sahaina leaving orders
with the mate to come around that side if he had a
wind after sunrise we took a light breeze and run up
between Mowee and Rana and laid off and on the
town of Sahaina which is the principal town on the
island and the 2^d in importance of the whole group.

here we found lying at anchor 10 whalers fitting from the North West. A lighter came off to us loaded with potatoes which the Capt. had sent. While we were engaged taking them aboard it fell dead calm and we drifted in so near the shipping that we were obliged to lower our boats and tow her off. About sunset the old man came off bringing letters for several of the crew among which were five for myself although the news was some 18 months old it was gratifying to me to hear from home. We squandered away for Oahu under a very light breeze. A bark came out ahead of us, and ~~the~~ Majesty's Schooner Hornet came in company both bound to same place.

The island of Mowee makes a fine appearance from the harbor or offing exhibiting a variety of colors all which the rainbow possesses from the golden harvest field to the green banana and plantain tree forming a rich contrast with the barren uncultivated coast of California which we left a few days since.

5th We had it calm during the night consequently made but little progress however we had the bark passing by her and the Schooner was on our starboard quarter. It remained calm with variable puffs which kept us bracing nearly all the time till about 10 o'clock when a squall of rain struck us and we were obliged to take in all the light sails and let the topsails run down on the caps till it was over, towards night we took a light breeze and kept on our course meanwhile the Schooner passed us. A little circumstance happened last ^{or rather this morning} night which caused considerable mirth among the crew. The Starboard watch having the watch on deck this morning were hailed by Boat Ahoy, when on looking over the rail they discovered a small Schooner rigged for such as are used here for running from island to island with potatoes &c. at Oahu they are especially employed by the shipping to run up to Mowee for such things. They are generally in charge of natives some of which talk tolerable English in this case the skipper feeling no doubt a good deal of importance attached to this office and wishing to be noticed, effected it by hailing us ~~Boat~~ Boat. Thinking of course we must be a boat only of a little larger class than this. If on board to Oahu or receiving an answer in the affirmative he replied "Well I have to Mowee for load potatoes Oahu" wishing to inform us that the boat bound to Mowee for a load of potatoes and sugar, we had quite a laugh at the expense of the simple hearted Kanakka.

[illegible]

- voyage, after all Capt Simmons' efforts to make his ship the pride of the Pacific she never will look so handsome as the Elbe, although we look well now since we have painted, resembling a hoop of iron at a distance, when we first hoove in sight around Diamond Head we were signalized as a man of war ~~fast~~ town. The South Boston also went to sea today.
- 13th Our watch had liberty today we amused ourselves by riding on horse back in the afternoon. I rode about 5 miles up the valley back of the town when it commenced storming and I was forced to return to town.
- 14th Sunday. The Starboard watch were permitted to go ashore to church, ours remained aboard & employed myself in reading, writing &c. A rainy Sabbath.
- 15th The Starboard watch on liberty, our watch took on board 30 barrels more of potatoes, took in spritsail yard to repair it.
- 16th Our watch ashore. Several ships arrived. The Elizabeth Starbuck of Nantucket Sarah Parker, do. and the Steglitz of Bridgeport. Sarah Parker had taken nothing since we saw her in Monterey, the Steglitz in coming to showing about of us striking as on the Starboard Tannery tore off one of the boat fenders and carried away a number of our belaying pins damaging us very slightly although it racked their stern some, the yards got entangled but by bracing sharp and working manly, all the afternoon succeeded in clearing her.
- Starboard watch ashore today, stowed the potatoes away in racks between decks and washed off the quarter deck with the line by the order of the Capt who came aboard this morning and saw some spots that were not white enough to suit his delicacy although the deck was as it could be for we had scrubbed of with sand & soap for breakfast, this took till about noon, after which we but little stowed away some old spar in the fore hold, and I mended my clothes, &c. the ^{of Mystic} ~~Romulus~~ arrived.
- 18th Our watch had liberty, the other engaged as duty required although not very busy, the California of New Bedford arrived today, 7 months from home 900 barrels 450 of it spermi.
- 19th Starboard watch ashore, ours engaged mending fore-top-sail cooper finished splicing the spritsail yard which carpenter commenced yesterday, frequent showers of rain during the day. ~~English ship the~~ ^{English ship the} ~~arrived~~ ^{arrived}.
- 20th Very rainy, our watch ashore the Steglitz parted her muzzles in a squall and showing about of us again although damaging us none stove one her boats that hung on the cranes, Back of P. Conwell of New Bedford

The King's Birthday a national
 salute was fired from the
 fort and the ships in port
 at 12 o'clock. The day was
 very rainy and the wind
 was from the north west
 with a heavy sea.

- arrived 14 months out.
- 21st Sunday. All had permission to go to church some went but I stayed on board and wrote ~~some~~ two letters.
- 22nd The Starboard watch on liberty we engaged ~~spitting~~ the bread on board and stowing it away O.P.
- 23rd Our watch ashore, French Ship Mease sailed for the Nor. West. and the Samuel Robinson of Fairhaven arrived.
- 24th All hands Engaged bending sails, and repairing & doing His Majesty's government bark Don Quixote arrived and the whale ship Brookline of New London.
- 25th Engaged bending sails and got off two small rafts of water and stowed it down Arrived the Ship Meteor of New Bedford.
- 26th The Starboard watch ashore on liberty ours engaged bending mainsail and beat it. The Steglitz sailed.
- 27th Our watch ashore the other engaged as duty required, ^{ing, except} not do
- 28th Sunday. All hands went to Church some of us went to the Roman Catholic which was out before the service commenced at the Bethel, bark Don Quixote sailed.
- 29th The ^{the} morning unmoored ship and dove up both anchors and steamed into the wharf, to be in readiness to sail expecting to go out in the afternoon but the Capt not being quite easy dropped the Starboard anchor on the bottom just to steady her head, and held on to the stern wasps. Rides were made fast to the California and bark of E. Bond.
- 30th Weighed anchor and made preparations for sailing and took on board 5 passengers for Altos and after dinner received the pilot and made sail and stood out of the harbour in fine style firing two guns out just before we loosed the sail and the other just as we were leaving our berth the Samuel Robinson and California each saluted with a gun as we passed the English Ship Albatross and the Metacom their crews each gave us three cheers which were answered by us, having got fairly outside the pilot left us and we sped away for Altos under a strong breeze.
- 31st Our watch on coming on deck this morning found we were within a short distance of the island and after breakfast the Starboard Boat went ashore with the Capt and passengers the boat continued going to and from the shore through the day bringing off loads of Yams, Sweet potatoes, pumpkins, &c.
- April 1st Still lying off and on taking on board vegetables watermelons &c. Carried 2 barrels of

The Capt. & Mr. Bond

off ashore to trade, about 4 o'clock having taken on board 20 barrels sweet potatoes and as many Yams beside pumpkins, onions and watermelons, and about 25 chickens; the boat came off with the Capt bringing 8 hogs and having now finished trading we squared away for the N. West, took the anchor on the bow which took till the watch went below at 6 bells.

2^d During the first watch last night it fell calm therefore we were still near the island this morning but about 10 o'clock having taken a light wind and got out from under the lee of the land took a strong breeze, all hands on deck picking over potatoes that we got in house and stowing them away in the stowage, as they had begun to rot very fast.

3^d Been squally during the night strong breeze from the N.E.

4th Sunday Breeze continues with occasional squalls.

5th Light breeze, which died away to a calm in the afternoon. Sent down Studding sail booms and lashed them up to the foremast.

6th Remains calm. The watch engaged making sou'ers.

7th Last night a breeze sprang up which has freshened so much this morning that there are evident signs of a gale. P.M. The gale has commenced forcing us to take in top gallantsail and double reef the topsail, increasing so that in the day watch were obliged to take in fore and mizzen topsail, and got up the mizzen Staysail. The wind being ahead therefore we were compelled to lay to and went and set her to steady her as there is a heavy sea on causing her to labour hard.

8th The gale has somewhat abated, loosed topsails and commenced beating to windward as it remains dead ahead, and hauled out one reef. The mate at work at the Turning Lathe turning cane heads &c, the Carpenter at work in his watch working out - canes for the officers and himself, the rest of us not doing much, as usual in very bad weather.

9th Last night the gale came on again with double fury in the first watch we took in main sail and took another reef in the fore topsail ship labouring severely, which continued till this afternoon when it lulled a little and we set the fib and main.

10th The gale is over, in the first watch last night took a reef out of the fore topsail thus making sail by degrees till morning when she appeared in her usual dress. Blacksmith at work repairing the

About 4 o'clock this afternoon the wind shifted to N. W. and we squared the yards and stood off before it steering to the Northward and Eastward some of the men being below when the old man sung out to "Square the Yards," and not hearing the order given were not on deck. The old fellow noticed it and inquired if our watch was below, and says to the mate "I'd break their thundering necks if I could, not keep em on deck after 4 o'clock although it is not expressly allowed ~~that~~ it is usually the custom, if there is no urgent business on hand for our watch to stop below in the dog watch, but if there is nothing to do the old man likes to see "All hands on deck," the mate being much more indulgent than him in this respect.

1st Sunday, Fresh breeze steering same as yesterday, this forenoon our watch was called up to lower for Blackfish, the Starboard watch having raised a school and come up with them. Lowered three boats in pursuit but they all came back without "Breaking" Black skin the fish having gone to windward as usual. After supper the breeze having freshened and there being an "ugly swell" causing her to roll heavily, fearing we might lose another boat took in the Bow and lashed her amidships over the tryworks and main hatch.

2nd This morning watch the Starboard watch being on deck the ship was struck by a squall just after the mate came on deck (as he does not stand any night at present, is called at 5 o'clock in the morning to superintend washing decks) and was obliged to clew down and reef topails fore and aft, but it was all over and the reefs turned out before we were called at 6 bells. Breeze remains strong through the day with occasional squalls of rain. This forenoon our watch broke out for water and meat in the after hold, rugged weather not

3rd Very Breezy through the greater part of the night with moderate breeze. The Carpenter at work fitting one of the boats ^{which} we got in port for a spare boat. I have been at work this afternoon cobbling for my shipmates.

4th Light breeze but a very heavy swell causing the ship to roll badly. Carpenter at work fitting the other spare boat the remainder of the watch at work mending a fore top sail saw a Fin back and a school of Porpoises

5th This morning the Capt. came on deck as usual before breakfast it being six bells and the watch having just been called, the wind having vealed ahead the

ordered the yards braced up, now it had never been required of the watch below to come on deck before meals nor was it expected of them unless in case of an emergency although nautical regulations may demand it and the duty in Merchantman where there are not so many men in a watch require them to do so but I believe the practice of a whaler generally is to let the watch remain below if they choose so, as to be in readiness to go on deck after the meals. The Starboard watch having the watch on deck this morning and being rather "short handed" on account of several men in the watch being below sick the yards were not braced up so "cheerily" as his ship required he looked all about decks for the remainder of the crew but not seeing them a frown immediately came across his countenance (which never bore a very saint-like expression) as he strode forward to the fore-castle gangway and sung out to them to "get out of that" in a voice which would be calculated to strike terror to those unused to the abuse and ill treatment on shipboard especially by American Whalers the Commanders of which are in the form of men but ~~their~~ dispositions usually characterize that of fiends more than men. The men came tumbling up the gangway as soon as possible wondering what had ~~happened~~ to require their assistance so abruptly as they have just been called and were not informed that anything unusual was going on on deck but they soon learned what the trouble was on seeing the old fellow at the gangway and receiving each a severe blow on the head accompanied with a kick as they came up, they knew he had got some new hobby into his head as he says giving them a kick and a push aft "You scoundrels I shall have to give you a thrashing this was what he wanted as he had not had the pleasure of flogging any of us for the last six months he longed to satisfy his cravings for the blood of some us, after bracing the yards he told the mate who was ever willing to obey his orders in anything that would distress the crew to see that they turned out, and come on deck every morning before breakfast. Steering to the Northward sometimes having the wind which was variable right astern and at others being

16th Light bore from the S.W. with considerable of a swell, engaged mending sails this forenoon, after

noon the Starboard watch being before the old familiar sound of "There She Blows!" informed us that there were whales in sight and that we were once more on the North coast. Soon we heard the answer of the man at the mast-head to the Capt who inquired what they looked like? "Right whales Sir," next came the Starboard watch "Alloy Whales in sight." Clear away the boats we jumped off and lowered away three boats in pursuit and chased them to leeward sailing and pulling for about 4 hours when we gave up the chase and returned to the ship unable to fasten, one boat getting almost within dart when he went down. These were the first right whales we had seen consequently all felt anxious to get one but after a whale has seen the boat or is gal-lied it is but little use to chase them, so we came aboard and after hoisting up the boats it was time to get supper it being after 5 o'clock which is the usual time for that meal.

17th Moderate winds with a rough chopping sea, saw nothing engaged making signal breaking out for water &c.
18th Sunday, Moderate breeze ^{from S. by E.} with rain, all unnecessary business was dispensed with as usual.

19th Breeze remains same although varying from the Southward and Eastward to the S. and Westward accompanied with occasional squalls of rain, early this morning soon after daylight we raised a school of blackfish and called the watch and lowered Starboard and Waist Boats in pursuit but after chasing them about three miles to leeward returned to the ship not succeeding in fastening and the Capt on coming on deck having set the colors for us to come aboard, It has now become very cold having gotten to high latitudes and still steering to the Northward find it necessary to relieve Mastheads every hour, it being rather uncomfortable being suspended as it were high in air for the space of two hours, about sunset saw the spout of a whale but saw no more of him.

20th Light winds, with occasional squalls of snow and rain saw nothing which looked like whales.

22nd Lowered three times ~~to~~ day for whales but found them so wild it was impossible to get within dart. About 4 o'clock P.M. steering to the Northward and Eastward raised a sail about two points on our weather bow, at about 8 P.M. the two ships came together she proved to be the Minerva Capt Smalley of New Bedford having preceded us two weeks from the Island she had been chasing whales all day and

found them exceedingly wild but had succeeded in taking a 100 barrel which was their first this season Capt Sennally accepted the old man's invitation to come on board and we had a game till about 10.0 when he returned to his own ship the crew informed us that they had their Starboard boat stove in capturing the whale owing to some mismanagement of the boatsteerer in laying the boat she not being fast at the time the crew were all capsized into the water they thought it not very pleasant bathing in North West water it being very cold to-day with frequent squalls of snow. Having now arrived at the whaling ground we took in sail and stood quarter watches as usual while on the North West.

23rd This morning the Minerva was on our Starboard quarter only a few miles off. The old man preferring to cruise by himself we made sail and stood to the Northward, but saw nothing during the day. Blowing fresh this afternoon took in light sails, at sunset hove to and under double reefed main topsail, fore sail, mizzen and fore-topmast staysails.

24th Raised straight whale before breakfast and lowered in pursuit but with no success. Snow and ice.

25th Sunday, strong breeze with frequent squalls of snow. Saw several spouts of whales but it being extremely cold the officer of the deck did not take the trouble to inquire the nature of them as no one felt disposed to lower for whales in such severe weather.

26th Weather much the same as yesterday saw no right whales, just before sundown raised a sail on our weather bow and braced up the yards to run for her, but ascertaining it to be a brig standing away from us on the other tack we squared away again still standing to the Northward, ^{light} keeping to during the

27th Fine weather for this ground it being almost calm. Lowered twice for whales but returned without fastening both times, having chased them out of sight.

28th Fine weather with light winds from the westward. Lowered this morning having raised two right whales the mates boat succeeded in pulling up to one of them but owing to his not ordering the boatsteerer to stand up in time did not fasten, the whales being now both "gal" lied went to windward like a locomotive and the boat returned to the ship. P.M. There she blows! Spun whale Sir? was the cry from the mast head, and sure enough to our great astonishment a large school of Sperm whales was ^{seen} to be seen off deck, this was

something unusual on the North coast all was now excited
every one was sure of having a whale Robinson the 2^d
mate boatsteerer expressed his determination to get one
with his boat and a better boatsteerer never darted an
iron, we lowered three boats and were soon up with
them and Starboard boat having a beautiful chance
pulled up and picked out a large one and the boat-
steerer stood up and darted but to our great astonishment
did not fasten, as some one exclaimed "Old Bob" has
missed him, which was confirmed by seeing the whole
school some distance to windward we chased them
awhile but it was of no use they were "gallied", so
we returned to the ship all feeling downhearted at
not getting a sperm whale but none felt so bad as
"Old Bob", he said he could hardly help crying hav-
ing been whaling 29 years and steered a boat 2, and
always been successful in fastening, this being only the
2^d whale he ever missed, he felt exceedingly mortif-
ied, however we came aboard and the 2^d mate declar-
ed he would have a whale before sunset as he jumped
in the rigging to go to the mast-head and sure enough
we soon raised another school on the starboard beam
and was soon down in pursuit of them his boat being
foremost in the chase soon pulled up and fastened
"Old Bob" being a little excited at missing the other saw
the iron "chock" home but as soon as he had struck him
than a loose whale which lay alongside of him raised
his flukes and sent the boat high in air, badly sto-
ing her in the bottom which caused her to fall im-
mediately on striking the water, the Starboard
boat, which was nearest, then soon pulled up and
picked them up, some of the crew being nearly exhaus-
ted as the water was very cold chilling them through
instantly - while we in the Waist Boat pulled up
and fastened to the whale, and soon succeeded in kill-
ing him, with the help of the mate who now while the
whale was sounding got in to our boat leaving his boat
to the 2^d mate who pulled to the ship with the Stowen
boat, which after they had taken her in beat up to us
and took the whale alongside, and made preparations for
cutting in, ~~and~~ took in sail and set the watch it being
about sunset, Put one of the spare boats on larboard cranes in place
of the stowen boat.

29th All hands were called at daylight (3 o'clock) when
we commenced cutting in and finished about 4 P.M.,
and started the works having set the try watch.

30th During the night it came on to blow when we shortened
sail and this morning it still increasing bore to under

- C. I. re-reefed main-top-sail and mizen staysail, and Coasted down towards noon the wind having lulled considerably we started the works again.
- May 1st. This morning finished trying out and commenced stowing down, raised several right whales and lowered 3 times in pursuit but with no success.
- 2nd Sunday. All hands were called at 4 o'clock to wash deck. Directly after breakfast lowered away for whales and the Starboard boat succeeded in fastening to a large one and pulled up in the waist Boat and fastened 2nd boat and pulled up to him to give him the lance but the 3rd who is no whaler man pretended his lance was a foul ~~whale~~ in reality he was afraid of the whale and the mate thinking him incapable of killing him ordered us to drop astern and let him haul up which he did but now he commenced sounding, and remaining however he got near enough to spade him, the loose boats occasionally getting near enough to give him one lance not lying still enough to give him more than one, but soon to our great astonishment both boats were found to be loose ~~the mate~~ the mate having cut the lines in spading him so off he went with the irons and we pulled aboard having lost a large whale owing to the incapacity of a boat header to do his duty, we lowered again for the same whale but it was no use he kept clear of us, came aboard and stowed down the remainder of the oil which was not cool yesterday, the whale making 68 lbs. P.M. saw more whales and lowered twice with no success making four times down to-day, no Sunday for 3rd.
- 3rd Rugged weather, but plenty of whales in sight lowered four times the 2nd time the larboard boat got on to one but was not quite near enough to fasten, the irons only pricking him.
- 4th Lowered for whales twice but with no success.
- 5th Light breeze with thick fog, saw one right-whale just at night but did not lower for him as he was too windward and it being thick fog.
- 6th Calm weather, saw several whales and lowered three times the larboard and waist boats both succeeded in pulling up to whales today but they perceived the boats and settled before the boat header had time to fasten.
- 7th Strong breeze, with considerable sea, lowered twice with no better success than usual.
- 8th Moderate breeze with rain and fog, raised a right whale in the afternoon and lowered for him the Bow boat pulled up to him but did not succeed in fastening as he perceived the boat just in time to escape the irons.

9th Sunday. Fine weather, with a moderate breeze from the Southward and Westward plenty of whales in sight. Loin in twice this forenoon, about 2 P.M. lowered ^{again} and the Waist Boat succeeded in pulling up and fastening soon the Bow Boat was seen coming from the ship and to our astonishment the Old man was heading her who had dropped down to see if he could not save this whale, as he had blamed the officers in some cases, so he pulled up and while the whale was sounding got in to our boat and the third mate took his place in the Bow Boat we hauled up to him and he commenced spading him but he soon got beat out and gave it up as the Starboard boat pulled up the mate changed places and we hauled up to him again and spaded him which we continued every chance he showed (as he run bad) for about 3 hours when the crews began to be tired out the loose boats pulling trying to get up to fasten and we hauling line, while he sounded the Starboard Boat pulled up and we changed boats the 2^d mate taking the motor place in our boat, he continued to run shewing no chance to kill him till about sunset when the Old man (he having gave up the chase and gone aboard) let the signal for him to cut the line which was soon accomplished after being fast to him about 5 hours and having four different boat-headers at work at him, but he gave us chance to lance him, the whales all seem very wild.

10th Fine weather. Lowered 4 times today for whales the 2^d time the Starboard Boat fastened but the boat-steerer had a chance to give him only one Iron which soon broke and let him off before one of the other boats could get near to fasten so we lost another plenty in sight but all very wild, about 6 P.M. Raised a sail wore ship and stood towards her till sunset when she hove to and took in sail and we followed the example.

11th The ship in sight this morning on our Starboard quarter, bore strong and increasing raised whales and lowered with no better success than yesterday. About 9 o'clock the ship ran down across our stern and spoke us it proved to be the Emily Morgan Capt. Calk of New Bedford 8 months from home with 200 bbls 150 of it sperm belongs to the same owner of our own ship the Old man lowered a boat and went on board expecting find letters as she was so lately from home but returned dissatisfied as there some mistake about the letter bag when she sailed leaving it behind had been on the ground 2 or three weeks had taken nothing been fast once found the whales very wild &c. the Capt made up bargain for some bread and returned being on board & her

- about an hour I had quite a yarn with the crew about whaling the N. West I.C. they were mostly green hands and manifested a great dislike to the business as is usual the breeze having increased ^{followed by a squall} we shortened sail by doubling up the topsails fore and aft, about three o'clock P.M. the two ships came together again a boat crew pulled the Capt to her and returned with her mate Capt Over proposing to change crews after supper (5 o'clock) the 4th mate with a crew pulled him on board and returned with a cask of butter in bags, and the Capt, we also obtained a steering oar, and some of us got some late papers from her, when we got back to the ship, they had been in sail and set the watch.
- 12th The breeze is gone and it is quite smooth being some foggy. Saw a sail supposed it to be the Emily Morgan this afternoon our watch engaged picking over and sprouting potatoes in the storage, saw no right whales.
- 13th During the night a strong breeze sprung up from the N.E. and by this noon it blowing almost a gale, all hands below but a quarter watch, as mast-heads stood, towards night it lulled a little and ^{at} loosed the fore and mizzen topsails.
- 14th Fine weather, A beautiful day for this latitude raised a sail about 10 or 12 miles to windward, and after supper 2 right whales and lowered and chased them till nearly sunset and returned they being galled by coming up near the star-board boat.
- 15th Moderate breezes and good weather, lowered this morning but got nothing. A sail in sight supposed same we saw yesterday, P.M. squared yards and ran down to her as she appeared to be whaling, the Capt was anxious to speak her that he lowered a boat before we had come up to go on board as she was laying aback taking up her boats having given up the chase for the whale we ran down across her stern and luffed up under her lee it proved to be the Burlington Capt Ben Croft of Warren R.I. 9 months out 130 bbls of salt from Tombaz had just arrived on the ground reported the California on here with one whale, we stood along on the wind together the boat having returned with her mate when the men at our mastheads soon raised more whales and both ships covered in fur sail the mate taking charge of our Bow Boat after chasing them about an hour the boats returned to their respective ships having galled them, towards sunset lowered a boat and carried the mate to this ship and after stopping about 2 hours (in exchange the boat returned manned by some of her crew with some bags of bread) and helping

them to take in sail we came back to our own house with the Capt bringing more bread, newspapers from house of P. O.

5th Sunday, The Covington in sight this morning. Lowered 3 times with us success, the 2^d time the Covington ran off to us and lowered her boats 4 in number we only having two down. Beautiful weather this forenoon. P.M., beset up with a rugged sea and every appearance of a gale, towards night lowered and the Starboard boat got near enough to dart but he settled at the same time and was too far under water to fasten, but if he had it was so rugged that it would have been impossible to save him as a boat could but just live without being fast. By sunset the gale had increased so that we were obliged to take in our fore sail having been hoisted under close reefed main top sail fore top mast staysail mizzen staysail and fore sail, the wind howled fiercely through the rigging and the sea was one mass of foam presenting an awful but still a sublime appearance.

7th The gale is over, being of short duration lasting only about 12 hours. Lowered 3 times but the whales know too much for the skill of our officers to get them, this evening after taking in sail the Capt sent forward a bundle of newspapers (which he had obtained out of the two last ships) for us to read being his first act of favour or regard for the crew that he had done the voyage, always appearing to regard them as "things" not seeming to suppose that they had any desire to know what was going on at home. Foggy and rainy.

8th Weather same as yesterday. Lowered this morning for what we took for a right whale but on wearing him with the boats ascertained it to be a humpback. I having for several days been afflicted with a soreness in the lower part of the stomach and bowels caused by a cold having settled there, obtained permission to remain below.

9th Forepart of the day foggy with moderate breeze. Calm almost calm and very pleasant, this afternoon raised a right whale and lowered for him the Starboard Boat got so near him that the mate risked the dart but he was too far off, before the boat came aboard we raised another one "right ahead" and handed down the flying jib the usual signal to the boats for whales in that direction. They pulled for him but it proved to be a humpback. ^{There has been a great number of humpbacks seen}

~~10th~~ A little before sunset lowered again for two whales which became galled and came to windward crossing the side while the Capt ordered us to halloo at them to see if it would have any effect in bringing ^{them} to, they seemed to take some notice of it and turned more to windward and off they went.

20th The first part of the day was foggy & breezy but towards noon cleared off & pleased with a clear sky two sails in sight one of the-

had her boats down and one of them fast to a whale, but towards night saw them go aboard - supposed they lost him, and commence running down towards us, a few minutes before sunset a roiled whale and lowered for them while she luffed to the wind, but our boats returned not being able to fasten and we set the ensign for her to run down on she soon squared away for us but there not being much breeze it was about 9 o'clock before she spoke as it proved to be the Corington the same ship we spoke the 15th Capt Devoe came on board and spent an hour or two the crew said they had a hard time pulling their Bow boat being fast to the whale 9 hours and showing no chance to kill him they were obliged to cut ^{line} and return to the ship.

21st Rainy, foggy, weather, saw only one right whale but did not lower.

22nd Good weather, with a moderate breeze from the westward, this forenoon our whale was called up to lower for whales which after chawing awhile became galled as usual.

23rd Sunday, Fine weather, with gentle breeze from the westward running off before the wind, the right whales appear to have struck off the ground and humpbacks and fin backs taken there places.

24th Beautiful weather, steering to the Northward & Eastward with a light wind from the westward raised a sail a long distance off on our Starboard Bow, no whales in sight.

25th Very little breeze, most of the day a perfect calm the sea being without a ripple the ship lying like a huge log on its surface, tracked the same ship again this morning that we saw yesterday, the old man wishing to speak her and there being no appearance of a breeze to bring us together lowered the Starboard Boat when she was about 5 miles off and pulled to her, while she was gone a right whale came up near the ship and we lowered the Starboard & Waist boats in pursuit the Starboard Boat succeeded in fastening slightly we pulled up in the Waist Boat and the Boatsteerer put two iron in but owing to his neglecting to throw his box line overboard it became foul around the head of the boat which held us on to the whale and prevented our starting off at the same time he came up and "rubbed" directly alongside, his head rubbing our Starboard quarter so that it was impossible to use the oars on that side at all we lay in this perilous condition (for if he had made one flap with his flukes we must have all perished, or had been dashed into eternity in an instant) for some minutes before he began to move, and there we were going stern foremost with a foul line at railroad speed and finding all attempts to clear it unavailing out of the crew had ^{the} presence of mind

- to cut ~~it~~ which cleared us at the same time the Starboard Boats Iron drew, and the whale was at liberty, we chased him awhile finding could not gain on him any, gave him up and returned to the ship feeling disappointed as he was a large whale and all felt more desire to save him as the old man was off gaining, but it was ordered ~~diff~~ otherwise and we were obliged to be contented, when we got to the ship he had returned having discovered the boats down, the ship proved to be the Isaac Howland Capt Corey of N. Bedford about 22 ^{not faster} months out 1800 blb, lowered again about sunset but did
- 26th Fine, with very light breeze, this afternoon spoke and gained with the ^{Barth} Hamilton, Capt Babcock, of Sag Harbour, 21 months out 1000 blb, had been fast to one whale this season.
- 27th Good weather, with a gentle breeze from the Westward, no right whales in sight, raised a sail on our Lee Bow this afternoon and tried to speak her but the breeze not being sufficient did not succeed, The Hamilton still in sight.
- 28th The weather remains calm as for several days past, the ship we raised yesterday, ran down to us this afternoon it proved to be the Copia, Capt Taber, N. Bedford, 23 months out 1700 blb, 1000 last season, had taken nothing ~~but~~ seasons, while we were gaining lowered for a whale which came up near us on our Lee Quarter, but he became galled by coming up near our Starboard Boat, and after chasing him awhile they returned to the ship. The Hamilton being in sight the Signal was set on board the Copia for her to come down, as both Capt's were on board that ship, she immediately squared away for us but the breeze being light she did not get down till nearly sunset, but her Capt went on board the Copia and the mate came here and had a short ^{game}
- 29th A little more breeze to-day from the S. and W. Gained again with the Copia, and raised another sail, the Hamilton being still in sight, lowered in company with her for a whale a long distance off, ahead the ships, when on viewing him ascertained it to be a fin back.
- 30th Sunday, Cloudy with moderate breeze, spoke the Hamilton again this morning. She had seen 6 right whales yesterday, two more ships in sight supposed one to be the Copia and the other the one we raised yesterday, P.M. lost sight of the latter and raised another on our Lee Bow, and while running off to them we raised two right whales and lowered for them and the Bow Boat succeeded in fastening and with the help of the Starboard & Starboard boats in killing and taking alongside one of them he "showed good play" and they killed him without much trouble took him alongside took in sail and set the watch.
- 31st Weather same as yesterday, All hands called at day light and commenced cutting the whale and finished about

9 o'clock just as we were ~~starting~~ in the last piece the
 man at the masthead raised a right whale and we low-
 ered for him but did not succeed in fastening come on
 board and in about $\frac{1}{2}$ an hour lowered for another one and
 the Starboard Boat fastened the old man lowered away
 in the waist boat (the 3^d mate being sick) and went to the
 scene of action the whale fought furiously and soon
 ter we got there he sounded and come up alongside the
 Starboard Boat and slapped her with his flukes strow-
 her and at the same time knocked Mr Simmons out of
 the boat head first but he came up uninjured only
 getting a good ducking in Nor Loch water. The boat being
 stove only on one side by setting their sail they reached
 the ship in safety while we succeeded in killing the
 whale and towed him to the ship as it was almost cal-
 at this time we got him alongside about 2^{o'clock} and got
 dinner and commenced cutting in but did not finish before
 night came on so we let him hang till tomorrow and set the
 try potch and started the works. The Copia in sight.
 1st Finished cutting in. Lowered twice for whales last time
 our boatsteerer stood up for him but he settled away in
 an instant, and next time came up along way to leeward, Copia
 still in sight, we engaged trying out.
 2nd At work boiling, no right whales in sight.
 3rd Finished trying, and cooled down about noon and after
 dinner commenced stowing down. Good weather with light breeze.
 4th This morning foggy. But Afternoon it cleared, being almost
 calm, finished stowing down oil. Both whales making 204 bl.
 and scraped off the decks. I washed ourselves and put on
 clean clothes. Lowered ^{once} this afternoon but without success.
 5th Steering to the Southward and Eastward under a light
 breeze from the N. W. received our usual watch below the
 watch on deck washing their clothes lowered twice this af-
 ternoon but without success.
 6th Cloudy weather with a moderate breeze. Sunday.
 7th This forenoon moderate breeze from the N.E. which
 increased to almost a gale by night. all hands
 engaged scraping bowls till 10 o'clock when the water
 was sent below, after supper lowered for a whale but no success.
 8th Light breeze with thick fog.
 9th Rainy and foggy. But towards night cleared away.
 10th Moderate breeze from the N & E Cloudy, hazy, weather
 a few minutes before sunset lowered for whales and the
 Starboard ^{boat} succeeded in fastening and the Bow boat was
 second but it was so late and coming in thick
 fog that the old man set the signal for them to
 cut the line and come aboard which they did.

- 1th Cloudy weather, Lowered 3 times for the same whale the last time the Larboard Boat fastened to him but both Irons drew, and the boats came aboard.
- 2th Good weather, although occasional squalls of rain lowered this morning and the Larboard Boat pulled on to him and the boatsteerer darted but missed him and they returned as he was galled the old man being somewhat vexed at the boatsteerer for not fastening turned him out the boat and gave Fisher the 3^d mate boatsteerer his place as the 3^d mate is sick and down, Lowered again this forenoon but could not fasten the Starboard Boat pulled on to him but he settled without giving a chance to dart, Lowered again soon after dinner and the Larboard Boat succeeded in fastening and with the help of the other boats soon killing a good sized whale, the old man went down in the waist Boat but he had received his death blow before he got there, took him alongside and cut him in finishing about sunset.
- 3th Commenced boiling, Fine weather with a moderate breeze from the N.E. A watch below given as its Sunday, A great many Finbacks in sight, no right whales.
- 4th This morning lowered for a right whale there being a strong breeze did not get fast although we galled him, P.M. breeze increased to a gale from the Eastward, with squalls of rain.
- 5th Cooled down last night in the first watch so when we came on deck at 12 o'clock we had nothing to do but clear up decks and prepare for stowing down the gale is over although it is still blowing hard with an ugly sea on, stowed down the oil and scraped off decks the whale making 130 barrels, the blubber being very fat.
- 6th This morning moderate breeze from the Southward and Eastward which kept increasing till sunset when it blew a perfect gale, Lowered four times the first time the Larboard Boat got near enough that the steerer darted but was too far off to fasten as he was fast rounding to go down the third time the Bow Boat succeeded in fastening slightly with one Iron which drew and they lost him, P.M. raised as sail on our Larboard quarter.
- 7th Foggy, and rainy, two sail in sight one boiling this forenoon scraped down P.M. broke out the fore hold for shooks and cleared it up to give more room.
- 8th Fine weather with light breeze spread the bows about decks to dry but was prevented from packing it, they lowering for whales twice the 2^d time about 10 o'clock and the Bow Boat fortunately fastened to a good sized whale and the Capt. lowered down and helped kill him took him alongside

19th Light breeze from the N.W. Fine weather although an occasional squall of rain passes over us. A ship to leeward, this morning saw her take a whale alongside. We lowered our boats for whales four times to-day, the second time the Starboard Boat pulled on to one and the steerer darted but missed him. Lowered again for him but it was useless trying to get near him after he was so dreadfully frightened. Lowered again after supper the other ships ^{boats being} fast at the same time a short distance ahead of us, while our boats were lying on their oars waiting for their whale to come up her whale drew the Irons and went off to windward and they pulled up to our boat thinking to have a chance with us but pulling directly over him when he came up he was galled and bound off. The old man was very much vexed at this and called his boats aboard and one of them came alongside it being the Capt. of course he was invited to come aboard and accepted it. She proved to be the Betsey Williams ^{Capt. Hall} of Stonington 7 months out with 3 whales taken on this ground. We squared the yards and ran down to her and the old man went aboard with them and spent an hour or two when they set ^{him} aboard again.

20th Sunday, fine day with a light breeze from the N.E. finished boiling and received our watch below. The Betsey Williams in sight also another sail to leeward, saw her ^{boats} down, ^{this morning} but they returned without fastening. ^{Long of 11 high land the coast} Land Ho. the coast in view.

21st Lat 56.35' A strong breeze with quite a heavy chopping sea. The Betsey Williams in sight and a bark to leeward. We lowered six times to-day the 2^d the Bow pulled on to a small whale and the boat steerer darted both Irons but missed him. P.M. the 4th time the Starboard Boat fastened to a large cow whale, but he gave us chance for the other boats to fasten or for Mr. Pierce to kill him but ran about 6 miles to windward like a locomotive when their boats sprung a leak, owing to jumping from one sea to another which so strained her that her seams opened and caused her to fill and they were obliged to cut line to save their lives. However about the same time the signal on board the ship was set for them to cut, but they were so far off it could not be distinguished they were in ~~dist~~ a critical condition so far off the ship and our boats near them in a boat liable to sink any moment something must be done immediately for life is too dear to lose without an exertion to save it. On finding the boat going down Mr. Pierce first ordered the ^{oars} lashed across which kept her upright while he examined the leak which he found by tearing up the side and one of the men tore up a sheet and jammed in to it which so much stopped it that by constant bailing they were

enabled to set their sail and reach the ship in safety, lowered twice after this but did not get on, had seen an abundance of whales for a week past, which seem more tame than those we saw the first of the season. Between the lowerings we managed to stow down the most of the last fax of oil which made about 120 barrels.

22nd A moderate breeze from the ^{lowered} twice this forenoon the first time the Starboard Boat pulled on to a good sized whale but he perceived the boat and went down before he could dart, the watch engaged scraping bone, we are now two years from home with 2200 bbls of oil, wanting 1800.

23rd A moderate breeze this morning but it increased till night when it blew hard, lowered 6 times to-day the first time the Starboard Boat fastened one Iron which drew the same covering the Bow Boat pulled on to ^{The 2nd boat the Bow Boat pulled on and grabbed a whale by trying to go on when they were too} ~~the 2nd boat the Bow Boat pulled on and grabbed a whale by trying to go on when they were too~~ another but he settled before they could fasten ^{the last} time it being about 6 P.M., and blowing hard with a heavy sea on the Starboard Boat fastened again and taking most of their line in an instant, the Starboard Boat pulled up and bent on their and he started to windward like a race horse after running about 3 miles and not bringing to, any the old man set the signal for them to cut line which was obeyed and they ^{got them boiling} returned to the ship having lost 150 fathoms of line, 4 ships in sight.

24th A very light breeze this morning till, almost a dead calm, plenty whales in sight lowered 6 times chasing whales all day, the 5th time the Bow Boat succeeded in pulling on by making all the noise we could in each boat we so frightened him that he laid perfectly still but unfortunately the boat steerer missed him with the 2nd Iron and only hit his fin with the first, we were near a ship which had been cutting in this forenoon, and not fastening to the whale the mate went on board of her she proved to be the Edward Carey Capt. Sayer of New Bedford 20 months out 1800, 5 whales this season, two other ships in sight boiling, our skipper is almost crazy because he can't get a whale, Lat. 56° 27'

25th Blowing a gale the fore part of the day from the N.E. but about 3 P.M. the wind shifted and dead up ^{and we made sail} two ships in sight, one of them the Betsey Williams, spoke her this forenoon she had taken one whale since we saw ^{her} and was boiling.

26th Calm weather this morning till 9 o'clock when a light breeze sprung up from the S.E. the B. Williams near by, lowered the waist Boat and pulled the Capt on board of her had a short gam, and returned, lowered for a whale about sunset but did not succeed in fastening breeze increased blowing pretty fresh. 3 more ships in sight beside the B.W. supposed one to be the Edward Carey, Dried, Burnt did, and stowed away the Bow.

they said he had been whaling all his days and master for
those 20 years, and indeed he was a real specimen of an old
sea dog, who had spent his life on the "Green Wave", and faced
the storms and dangers of the "rolling deep" for many a year. His
rough exterior and harsh voice showed that he was unaccus-
tomed to that society which softens the feelings, and polishes
the manners of those who enjoy it, but he was at sea and had
a little brief authority and might have been like many masters
(our own for instance), ~~The~~ man at home and a devil at sea,
he lowered for whales 3 times today twice in company with the C. the
2^d time ^{one of} their boats fastened and the old man felt so bad because it
was at this that the came aboard and squared away and run off to
get clear of the ships as there was another coming down from windward,
we raised a gain of three whales about 5 o'clock P.M. and lowered for
them but did not succeed in getting on ~~the~~ they were soon galled
and went to windward. At sunset the wind and sea had gone down consid-
erably. A moderate breeze from the Southward, lowered twice for whales the
first time the Starboard Boat succeeded in fastening to a large one
which ran with them to windward taking all their line before another
boat could get to them to bend on so we came aboard almost doubt-
ing that there is any more whales for us this season. At 6 P.M.
Gamed again with the Cataracts it seems they lost their whale yester-
day, he having like ours taken their line. The old man bought ^{some} ~~some~~
bread of Capt Green paying the exorbitant price of \$16 for a
five barrel cask full, and that being full of words.
This day commenced with a moderate breeze from the S.E. and
ended with a strong breeze from the Northward accompanied by
thick fog and rain, saw no right whales, 5 ships in sight.
This morning, blowing hard with rain, fog, and a rugged sea, the
P.M. when it cleared up quite pleasant. About 9 o'clock A.M. spoke
the Cabinet of Strington had taken 3 whales this season, also Gamed
with the Vesper Capt Clark of New London, 11 months from home, with
1100 bbls oil & was this season, saw a Portuguese on board of her who came
out from home with us as passenger and who left at the Cape de Verde,
he seemed much pleased to see us, this P.M. about 8 o'clock we raised a
right whale and lowered for him, the Starboard Boat succeeded in
fastening, he ran about 3 hours with them giving the loose boats no
chance at him, when Mr Pierce cut the line with his spade while spade-
ing him to bring him to, so we pulled aboard and took supper, in the
mean time two more whales were raised and immediately after supper we
lowered down and the Bow Boat fastened and with the help of the others
killed and took alongside a large Cow whale, he showed good play
and we "turned him up" just as the sun went down, thus we celebrated
our nations birthday, while (as it is Sunday) our friends at home are
no doubt observing it by attending church or having thrown off
the restraints of the Sabbath are seeking pleasure in other

- ways which they think more patriotic.
- 6th Good weather there being a moderate breeze from the S.E. All hands were called at daylight and commenced cutting in the whale and finished about 11th A.M. and started the work, about 2 P.M. we lowered for a whale but did not succeed in fastening. Came on board took supper and set the watch. 7 ships in sight.
- 6th Calm this morning, P.M. A moderate breeze from the Northward. Our whale proves to be very fat the blubber making oil very fine. Lowered twice for whales the last time this P.M. the Starboard got on to one and the Boatsterns darted but missed him. 4 boats in sight.
- 7th About 1 o'clock this morning when our watch came on deck it commenced raining with a strong breeze from the Northward which continued till towards noon when the rain ceased but it still blew hard and a heavy sea on. Coiled down the works this morning the whale having "turned up" 215 bbls being the largest we have taken. Our watch below this forenoon and we improved it by sleeping soundly, not having been taxed too severely for a few days past having 18 hours hard work on deck out of 24, it may be well supposed we required rest. 6 o'clock P.M. This is a sad day for us an event has just occurred which has spread a gloom over all the ships company. We lowered 3 boats for a whale although it is very rugged and ships to the lee board are hoove to under close sail we are carrying double reefed topsails and lowering boats — the Starboard Boat sailed on to him and fastened as soon as had the Iron struck him than he slaped the boat with his flukes striking her Starboard Quarter and rolling her over at the same time, capsizing the crew, they not having time to cut the line the boat was carried some distance out of their reach and they were obliged to save themselves by oars, line, turps &c. But sad to tell the boatswain Charles Fitzgerald could not swim and was drowned before the other boats got to them, and the mate and cooper were nearly exhausted when they were picked up after bringing the men aboard the Starboard picked up the oars &c. and took the stricken boat alongside and we hoisted her in, and squared the yard and ran down and spoke the Champion Capt. Merry of Edgartown 24 months out 2200 bbls, oil, 7 whales this season, our Capt went on board and got some boards to mend his boats with, and his mate came here, and had a short gun.
- 8th A strong breeze from the Westward. Lowered for whales once to-day this morning and the Starboard Boat fastened slight ly, and the Iron dived before another boat could fasten, commenced stowing down oil checked off the Lower hold forward. About 4 P.M. passed a ships boat fast to a whale spouting thin blood, blowing hard and very rugged.
- 9th A strong breeze as yesterday, from the West, lowered 4 times the 3rd time in company with the Catherine, Capt. McIntosh of New London, 22 months out 1300 bbls, 2 whales this season neither boat succeeded in fastening. I can hardly realize that we have lost one of our number from the appearance of our officers and some of the

Crew one would scarcely think that death had posited as so much anxiety is manifested to get whales that life is regarded as of little consequence in comparison, but what ^{value} is a rich cargo of oil where human life is sacrificed to obtain it, nevertheless we must bow to the voracious will of our masters and if any complaint is made it is at the risk of being seized up and flogged like a dog, several of the crew have been unwell caused by exposure being in the boats so much and being wet nearly all the time in these high latitudes which brings on Rheumatic pains &c, which are hardly endurable, yesterday morning when the boats covered, a way the sick ones were called up to be examined and if any were thought to be "sogering," why they were driven in to the boats or made to stop on deck and work ship one of these was Jacob Skiridon whose ill treatment I have had occasion to remark several times during the voyage, he had had the Rheumatism for several days and could scarcely stand erect when he came on deck he told the i/d men that he was not able to go in the boat "Wal says he do you stop on deck and if you dont stop around pretty lively I'll drive the rheumatism out of ye," so it has been during the voyage if one complained of being unwell he was immediately set down as a soger and ^{was} subject to all the ridicule and abuse of the Capt and mate, they seemed to have no feeling not half as much as brutes and if any were acknowledged to be sick which was the case some times when they were forced to admit it why they were cured for the same purpose that a farmer would cure his horse or ox if he was unable to work, for the sake of the labour he was to perform it would be for his interest to get him in a condition to labour as soon as possible so in this case we are prescribed for and cursed that our bones marrow and sinews may be in a fit state to be worked up into silks, satins, Palaces and fine houses and carriages for himself and wife and thereby add to his ill gotten treasures. The cooper at work setting up Shooks and the carpenter mending the Starboard Boat.

0th Sailed for whales 4 times the last time about 6 o'clock P.M. spoke the California Boat they being in pursuit of the same whale, she had taken 6 whales this season, — —

1th Good weather with a moderate breeze, Sailed 3 times for whos without fasten^{ing} P.M. Spoke the bon Thompson Capt Ellis of New Bedford 8 months out with 300 bbls oil, 2 whs this season, since leaving home she had been set on fire twice and part of the crew being suspected had been set ashore both times to be sent home, the first at Pernambuco and last at Bather where she had come near being consumed having discovered it however near the land, Atton being the nearest only 40 miles distant, by battering down the hatches and smothering^{ing} they succeeded in getting in there where the fire was subdued and she was taken up to Oahu for repairs, it was said to be on account of the rascally usage which the crew received that led them to commit such a desperate act, and Capt. Ellis ought to be answerable for it, for I believe he was as voraciously guilty as if he had applied the torch with his own hands, and then to show his fidelity to

the owners in discovering the perpetrators, seized a man up in the rigging, and gave him 50 lashes with the cats to make him confess it, or make some disclosure which would lead to the detection. not succeeding in this he left the suspected ones in Honolulu to be sent home, The Brookline, and Dover of New London being men by soon came up and the Sovereigns all had a gain, on board of the Thompson, the Brookline had taken 8 whs this season and only wanted two fill her, the Dover had taken 10 and was also most full. We went on board the Brookline and got Boat-boards, Iron poles &c. I saw my old acquaintance Jordan the Carpenter who promised me he would visit my friends after he arrived home and give them some information concerning me, the Capt of the Brookline has advised the old man, to go into Margarita Bay on the Coast of California in pursuit of the new species of whale called California Grey, as he was there between seasons and took 1000 bbl and being fortunate in losing no lives thought them as easy to capture as right whales but several men were lost from other Ships and having heard from them of the difficulty in killing them without endangering the whole boats crew, all hands feel somewhat alarmed at the thoughts of working around them, we were all in hopes he would go from there to the coast of Chili and from there home which cheered our drooping spirits as the season there is showing to a close and we were looking forward to the time when we should arrive safe home and call our relatives free again, but now another dark prospect has arose and with it have returned gloomy thoughts and melancholy forebodings of the future, but it is useless and wrong and no doubt sinful to give way to such misgivings, all may yet be well how future events will terminate time alone will determine and Him who holds our destinies in His hands will direct them as best suits His all wise purposes. Returned on board about sunset and saw the Champion a short distance to leeward of us cutting in a whale.

12th A strong breeze from the N.W. west, chased whs the most of the day, low wind times this P.M. spoke the Eliot's Boat of Cold Spring who were in pursuit of the same whale, she had taken two whs this season, We lowered away about 3 P.M. when the Starboard Boat fastened to a small whale which ran then till dark using his flukes constantly showing no chance for the spade or lance, - when they were obliged to cut and return to the ship, thus adding another to our list of wounded whales.

13th A moderate breeze from the N. Lowered for a whale about 9 A.M. and the Bow Boat succeeded in fastening and towing him before we could get to be a large whale and I shoot & good play we killed him with much trouble and took him alongside about noon after dinner cut him in and set the watch and started the work, The Bow Boat got a slip by the whale's fin while giving him the 2^d iron which the boatmen did not get in at the first dart.

14th Moderate breeze and fine weather this forenoon engaged boiling, Lowered twice once this forenoon and at 3 P.M. when the Starboard Boat fastened to a large whale and we soon succeeded in

setting him to Spouting Blood but he was very tenacious of life and all our endeavours to turn him up were unavailing for a long time in the meanwhile it had come up thick fog with rain, and the signal was set on board the ship for our boat to cut and come aboard so we in the Waist Boat obeyed the signal and when we got to the ship it was so thick that we could barely distinguish the boats and the whale still working to windward all hands were on the look out for them, and after making two or three trials, to our great relief we discovered him turned fin out, after having been spouting blood for 5 hours, he was a monster the old man said the largest he ever saw, it was about dark when we got him alongside after which we took supper and set the watch and started the works again.

5th Moderate weather, cooled down the works and cut in the whale and commenced boiling again, during the operation of cutting in the old man, who on these occasions is always exceedingly cross - was more so provoking than usual and he and the Chief mate had some hard words and he ordered him in out of the cutting stage and he took his place, this was gratifying to us for when Jack is illused by the Capt. and officers, nothing suits him better than to see them in "hot water" among themselves, however in the afternoon the mate returned to his usual place in the stage and nothing more was heard about it.

6th A moderate breeze, with fog and some rain, engaged boiling, and ^{stowing down} ~~down~~ once for whales but did not fasten, the Carpenter at work repairing the Bow Boat, About 5 P.M. spoke the Gasper and Capt Clark came on board and had a short game they had taken two whs since we saw them on the 4th one of them being a dead one. —

7th Still boiling, and stowing down this forenoon but afternoon it came on to rain and the cooks being wet were not in a condition to stow, —

8th Sunday, Light breeze with fog and rain, Received a watch below which was very acceptable having during the week been kept on deck hard at work 18 hours out of the 24 and sometimes 19 or 20, The Starboard watch finished boiling and cooled down this afternoon, towards night the fog lifted a little and we found ourselves close in to the land we immediately put the ship about and made sail setting topgallant sails and flying jib.

9th Calm weather and a clear sky, find ourselves becalmed in the sight of the land a large point making out to the Southward and westward it appears a thickly wooded mountainous coast the tops of the mountains ^{partially} being covered with snow giving them a very picturesque appearance engaged stowing down oil in the after hold, Two sails in sight one of them ^{light}.

10th Remains dead calm till towards night when a light breeze sprang up from the N.W. finished stowing down the oil, this forenoon Mr Pierce 2^d officer got badly bruised by some casks and barrels while at work in the hold, but it was thought he received no internal injury.

11th A strong breeze from the N.W. with a very rough sea, This morning ran down to leeward and spoke the Stirling, the Capt Jackson of Bridgetown she was in want of lines but we could not supply her with them.

having but few ourselves our Capt went on board of her and gained, a short time, she had taken 6 whs this season, soon after the Capt returned we lowered for a whale and the Bow Boat succeeded in fastening he immediately commenced sounding and we in the Larboard Boat pulled up and gave them the end of our line as he had sound ed their nearly all out and was still taking it having bent ours on to the end of theirs we now had him all to ourselves we held on as hard as it was safe to, but he still continued to sound till he taken nearly all of our line when the Tross drew and away he went, Lowered for whales twice after but did not fasten, P.M. Spoke the Caledonia Capt ——— of ~~Northampton~~ 13 months from home with 2100 bbls of oil, 10 whs this season making 1500th, our skipper went on board a few minutes, Blowing almost a gale took fore and main top sail and
 22nd we are 25 months from home to-day we now hail 2500 bbls, O how long it seems, when shall I be delivered from this state of Slavery it is almost intolerable how I pine for liberty that I may once more breathe the pure air of my own native New England, and receive the welcome greetings of kind friends who sincerely love and care for me, — and roam unrestrained over the hills and plains of my own native hamlet where in childhoods years so many happy hours were spent, but I must stop these wandering thoughts for I hear the sound of ^{the} ~~the~~ Blow! from the deck and shall soon be called up to Stand by the Bow, Blowing a gale and there are several ships in sight those to but we are carrying double reefed topsails and lowering for whales when it is so rugged that a boat can scarcely live without being fast, Lowered twice to-day, but did not accomplish ~~the~~ what our masters intended as the crew well know when its suitable weather to lower for whales, Mr Hudson the 3rd mate has returned to his duty in the boats, and the cooper has taken the lost Fitzgeralds place and steers the Starboard Boat, Mr Pierce is getting better from the effects of ~~the~~ ^{the} bruise he received in ^{the} hold. The watch engaged scraping bone although the weather is uncomfortable.
 23rd Fine weather till towards night when it came on foggy, having a light breeze from the westward, Land in sight also 5 ships, the water engaged scraping bone when not in the boats after whales for which we lowered 5 times but most of them were going quick to the Southward and westward although we had several good chance to fasten, the mismanagement of some of the officers only preventing the Starboard Boat pulled on to one about 7 P.M. and the Cooper dashed but he was too far off to fasten although the mate blamed him and told him he need not trouble himself any more about taking care and steering the boat, have seen a great number of whales today, saw three ships to the seaward each took a whale, —
 24th Blowing a gale from the westward under double reefed topsails it being so much as the ship will bear, although it is blowing hard and so rugged that it is hardly safe to lower a boat into the water for fear of being swamped, we were ordered down for whales and the Starboard Boat went in to a gam, of

three and fastened to one which ran two or three miles to windward they being obliged to give him line as it was so rough, and the loose having to baffle with both wind and waves did not make much progress to the windward consequently the signal was set on board to cut line which being done we returned to the ship. Lowered again this afternoon but did not fasten. The watch scraping bows, 4 sails in sight.

5th Sunday, Still blowing hard from the Westward. This morning we spoke the Brookline again, bound off full having cut in their last whale last night finished about 10 o'clock in the evening, and are now boiling him out with yards squared for home. Capt. J. went on board a few minutes, with the Waist Boat therefore I was one of the crew, they seemed quite happy at the thoughts of going home ^{the} most of their troubles being over, now I caused them to see their situation. Bound Home what thrilling emotions and pleasing sensations those sweet words excite. God grant we may yet see that day when we can say home Bound home, but it makes me feel almost downhearted to meet with ships that have left home since we sailed bound off full when we want 1300 bbls. but I know we ought not to murmur or repine for there are many that have not been as fortunate as we, and no one knows what the good Dame has in store for us yet, we ought to thank our Great Protector that so many of our lives have been spared in this most dangerous of occupations. — Lowered about 6 P.M. for a whale and the Starboard Boat succeeded in fastening to a small one we pulled up and fastened in the Waist Boat and owing to foul line the mate was obliged to cut this line to clear his boat not being able to haul up to him and now we had him to ourselves we hauled up to him and commenced spading him as he had begun to run but after giving him several good cuts unluckily severed the line with the spade and we were all loose, he immediately ran down to the ship and thought to under her bows and commenced fighting her, striking with his flukes several times against her bow, not doing any damage however, we pulled down to him but he kept clear of the boats and soon went off to windward and we went aboard and took in sail and set the watch, thus we lost another whale the mate having a good chance to kill him but did not improve it.

6th Commenced with a thick fog, and a light breeze from the N.W. about 9 o'clock A.M. it cleared away and we spoke the Vesper, again, boiling she had taken two who since we last saw her on the 16th our Capt. invited him to come aboard but he said he was most out of blubber and was standing in shore in hopes of getting a whale. 4 o'clock P.M. the Stiglitra spoke & gained with us she had taken 3 who since we saw her on the 21st while gaming with her the Menkara & Briganza both of New Bedford ran down to us and we had quite a special line, the Menkara Capt Norton is 24 months from home with 3000 bbls. ^{had taken 10th this year on} oil wanting only one whale to fill her after which they were going home, here we gave fell in with another ship which left home after us, rapidly, full and bound off. I wished them

success in getting the last whale and a pleasant passage home and gave the
a letter to carry which I had written to my friends. The Brigoune Capt
Devolve was 11 months out, this being her first season on this ground they had
been very fortunate having come on here ~~soon~~ and had taken 11 whs making
1700 bls were now boiling the last one which was very large thought he would
make 275 bls. Have not seen the spout of a whale today.

27th Good breeze from the westward. Lowered this morning for a whale but it
came in thick fog and losing the run of him the boats came aboard, after
it cleared away we stood in close under the land in hopes to fall in
with who but finding none about 3 P.M. wore ship and stood off, saw
one ship off shore from us. Dried and put below part of the boat.

28th Have had a thick fog all day with a light breeze from the W.
This morning washed off the outside and in with lie occupying
about 3 hours, while other ships come on here for oil we come to
clean ship and keep her decks white, as I have known the
men to be kept scraping decks when there were whs in sight to
the order was given to "Clear away the boats" thus endeavoring to carry
out this principle which is "The way to keep men down is to keep
them to work. If you cant find anything else for them to do ~~keep~~
them flushing the masts and scraping it off again. The order was
the Capt gave the mate last season when we were on this ground,
he risk our lives ~~and~~ capturing the "Masters of the Deep" while
he is strutting the Quarter deck or in his state room reclining
on his sofa, or amuseing himself in any way agreeable to his taste,
but the privations and suffering which we must necessarily undergo
in this dangerous occupation, are not enough to satisfy the barbarous
disposition of our gentlemanly commander, but we must be
worked up like so many galley slaves who have been banished
for having offended the laws of their country and who are doomed
to drag out a miserable existence in consequence, but my heart sickens
at the thought that one man possessing a little brief authority,
can have a disposition to tyrannize and trample under foot
his fellow men.

29th Calm with a thick fog as yesterday, as it lifts a little occasionally
we discovered a ship near by boiling called her the Emily M.
gan, but did not speak her.

30th A dead calm this morning. P.M. A light breeze sprung up
from the N.W. engaged drying and bundling bone.

31st A strong breeze with quite a heavy swell. Plenty of whales in sight.
Lowered for them 3 times the 2^d time about 8 A.M. the Waist
Boat fastened to a large one which parted the line, and she came
aboard while the Starboard and Bow boats went in pursuit of
those in another direction, the Bow boat soon succeeded in fasten-
ing to one which ran then almost out of sight to windward
when the signal was set for them to cut line, she having showed
no chance to kill him or for the other boats to fasten, about 3
P.M. Lowered for another gain, and the Starboard Boat fastened and

after remaining about 2 hours the Bow Boat succeeded in fastening, as 2^d boats but he gave no chance for the lance, at one time coming so near the ship that we that were left aboard tried to bring him to by hallooing and so far succeeded that the loose boat pulled up and gave him one lance however it was not a good chance at his life and he spouted as clear as ever, showing no signs of relinquishing the contest, the old man now lowered in the Waist Boat taking Mr Hudson the 3^d mate to steer him as he was coming to windward we pulled up and cut him off and the 3^d mate dashed at him but missed him after which we succeeded in getting one lance at him but which did not set him to spouting blood and right coming on and there being but little prospects of killing him we cut line and went aboard, having breakfast about five hours and feeling almost discouraged having been fast to three whales today and saving neither of them.

August 1st Fine weather with a light breeze from N. E. 7 ships in sight about 2 P.M. while running off before the wind we perceived one of them on our weather bow, clew down topsails and take a whale alongside without making any motions before as is usual when a ships boats are off in pursuit of whos we immediately luffed to the wind and stood for her thinking she might have picked our whale up that we cut from last night as he was considerably short and might have died, we soon came up with her and the old man went on board to ascertain if it was this whale which was proved by finding our Irons in him they had just began to cut in having taken off our lip, and as the custom among the whalmen in such cases is for the finder to have all they have got in board we took the remainder alongside the Magnolia, and commenced cutting. The ship which had favoured us by picking up our whale proved to be the Navy, Capt Norton of N. Bedford being 23 mos from home and having 2500 bbls oil had taken 13 whs making 1500 bbls this season Capt N. came on board while we were taking the whale alongside but showed no ill feeling towards us for having taken it from him on the contrary the two Capt's were very courteous and polite to each other.

2^d Fine weather. Finished cutting in the whale and started the works, this afternoon we gamed with the Navy, and lowered for a whale in company but neither boat succeeded in fastening.

3^d Good weather with a moderate breeze, engaged boiling out the blubber, This P.M. two barks ran down spoke and gamed with us one was the Newton, Capt Hale of N Bedford 11 mos from home with 300 bbls oil had been on Kears that he had just arrived on this ground, and had taken only 3 whs — the other was the Phylotus Capt — of Stonington 26 mos out with 400 bbls of oil, was on here last season but did not get a whale. We finished boiling about dark the whale making about 130 bbls. At 9 P.M. while gaming with the Tarkes a thick fog arose and we lost sight of them although they were but a short distance off, the Capt's were quite alarmed fearing they should lose the run of them and be obliged to remain with us and our Skipper was no less frightened at the thought of losing his brother the mate who was on board the Newton, however by ringing the bells and hallooing we ascertained where they were, as they answered we, and soon the mate was

- alongside and the two Capts returned to their ships as they were now just to be discerned through the fog.
- 4th Wet foggy weather, ran down to Seaward and had a game with the Navy and Champion which was kept up till after dark by the Menhaden on up. She still wanted one whale had killed one since we saw her but unfortunately when he sank they had just picked up a dead sperm whale but the Steer Litre came along and claimed him and they were obliged to give him up. The other fell in with a large school and killed four or six then spouting blood saved the others getting away this being one of them. The cooper below sick
- 5th Weather same as yesterday. Stowed down oil. The Champion passed us this forenoon. We are steering to the Southward and Eastward.
- 6th Fine weather, running along down the coast in search of whales they appear to have left the ground. Sounded this afternoon for a new kind of whale that had been seen on the ground this season. But did not succeed in fastening. They were said to be very large and fat yielding a great amount of oil. The Steer of N. Bedford is reported to have taken one on Kamskatka last season which made 380 Hls of oil and had 3000 lbs of bone. The Whalers have given up the name of Polar whale thinking they must have come from the North.
- 7th A light breeze and good weather, the watch engaged scraping bar. about sundown we backed our main topsail for a ship which was coming down to us which proved to be the Pacific Capt Little of N. Bedford 36 ans out with 2500 Hls. oil had been on Kamskatka two seasons before this. The old man went on board to see Capt L. as he had sailed with him as 2^d mate, there were only 2 men who had come out from home in her. The cooper somewhat better today.
- 8th Thursday, Fine weather with a light breeze from the S and W. Gained all day with the George Capt Marston of Fairhaven 10 ans out with 1300 Hls of oil. had picked up the other sperm whale which the Steer Litre lost a few days since. We are now off R. Charlotte Island it being plain sight off our larboard beam.
- 9th Calm till towards night when a light breeze sprang up from the Westward. have been all day within 12 or 15 miles of the island. but owing to a thick bank of fog which has hung over it could not get as good a view as we wished. about 4 o'clock P.M. two canoes loaded with ^{fish} came off and before sunset 6 more were alongside bringing ^{skins} fish and some curiosities which we bought for tobacco which they seemed to consider a great luxury tobacco being the only English ware they could speak. Some of them were richly painted and wore rings in the nose. the females all wore pieces of ivory or wood between the under lip and foreteeth being revetted through the lip to keep it in place while talking or eating and causing it to project so as to expose the front teeth to view. this they thought added greatly to their beauty they were extremely noisy in their conversation actually hallooing when within a fathom of each other. The men formed themselves into a line on the Decker Deck and favoured us with a song which quite amazed. they evidently have a thievish disposition we being obliged to keep strict watch of all their movements else they would have taken anything that could be got over the side without exciting suspicion not getting rid of some of them till after dark they cut away our flying jib, halpards and other ropes with which their canoes

- were made fast to the ship, some of the crew found their bottles missing and they even robbed the Capt of his Nautical Almanack he having allowed some of them to go into the cabin where they found it, they are entirely uncivilized and subsist as the North American Indian usually does by hunting and fishing.
- The watch has been engaged today in drying and bumbling the remainder of the boat.
- 0th Fine weather, steering E. S. E. with a light breeze from the Westward, about 5 o'clock P.M. we looked for a school of sperm whales and chased them till sundown, but having run over them with the ship while they were down, they were going quick and not getting sight of them from the boats we returned on board and went in sail.
- 1th This morning all hands were engaged washing the ship with sea water, the appearance of a right whale was announced from the masthead, and the boats were soon lowered in pursuit and the Starboard Boat succeeded in taking a small whale, took him alongside and after breakfast commenced cutting and finished about 2 o'clock P.M., but did not start the work as it was a young whale and the blubber green it was thought best to let it lay a day or two when it would make more oil. A light breeze and fine weather.
- 2th A thick fog with a light breeze from the E. S. E. At 4 o'clock P.M. just as the watch was called the fog cleared away a little so that we discovered two who near the ship the old man lowered down in the Boro Boat and pulled up to them and gave one a lance and fastened one Iron shank he might kill him without his running mask as it was a bad time to be fast ~~being~~ so foggy the Starboard and Larboard Boats immediately lowered and it was ascertained that the Boro Boat was fast to a calf as they were a large cow and calf together the Starboard Boat pulled up and fastened to the cow but before we had time to lance ~~them~~ it came in thick again and we lost sight of the ship. Although she was but a short distance off and were obliged to eat from them we pulled in the direction the we saw her last and gaining sight of her and the whales not going off one boat laid in sight of her while the others went for them keeping in sight of the other boat so as not to lose run of the ship, we did not fasten at first but worked around with the lance and the mate soon set the cow to spouting blood we then fastened the Larboard boat fastening to the calf and the 2^d mate soon set him to spouting blood and both kept ing together and showing good play, about sunset they both at once gave up the battle and surrendered by turning fin out, but we were soon out of sight of the ship, but just at the same time we heard a gun from her and the fog clearing away we caught sight of her once more ~~as it was now a dead calf~~ we ~~now~~ commenced towing them to ship, another boat having come to our aid, and succeeded in taking them alongside about 10 o'clock having been so fortunate as to save two who in the fog something unusual for us.
- 3th All hands were called this morning and we commenced cutting in ~~the~~ finishing about 2^{o'clock} P.M. and commenced boiling the whale taken yesterday. Fine weather, with a light breeze from the Westward and whales breaching in every direction but being close in to the land with an appearance of a gale coming on we commenced beating off.
- 4th Blowing a strong breeze from the N.W. under double reefed topsails beating off shore, cooled down about 6 o'clock A.M. having finished boiling the first ^{whale}.

- 15th Sunday. Started the works and commenced boiling again, God sent us with a light breeze from the Westward.
- 16th Continued boiling, having good weather and a light breeze from the N.
- 17th Saw a great number of whales and lowered twice for them the first time the Starboard Boat fastened to a large cow but the irons drew and consequently he was lost. Still boiling and this afternoon commenced stowing down.
- 18th Finished boiling last night in the first watch about 11 o'clock and today are engaged stowing down and have chocked off the lower hold, saw a number of whales and lowered once but without success, feeling unwell myself I obtained permission to remain below, — — —
- 19th A strong breeze from W. N. W. although fine weather. Today we stowed down the first oil between decks, whales in sight this afternoon and we lowered once the Starboard Boat fastening to a large one, the Starboard Boat was 2^d boat fast but her irons drew and the whale, running under water showing us chance to lance him, the Starboard Boat after boiling on about four hours, at sunset were ordered by the signal to cut line while the Starboard Boat was fast an accident happened by which one of the crew was severely injured, while the mate was speading the whale he jerked the line so sudden as to carry away the logger head which struck the Portuguese called Brasso just back of the right ear cutting quite a severe gash in the head, so that he was obliged to come alongside and leave him taking another man in his place, — — —
- 20th Strong breeze as yesterday. Finished stowing down, the three last making 245 bbls.
- 21st The breeze increased so that last night we were obliged to take in the fore and mizzen top sails, and it is now blowing a living gale with a very heavy sea causing the ship to labour hard, sent down the fore top gallant sail and mended it.
- 22nd Sunday, Gale still continues, the fore sail having nearly been blown out of the rope this morning we sent it down and put another.
- 23rd The gale is over, and there is now a strong top gallant breeze from the N. W. stood close in to the land but saw no right whales, all hands engaged scraping bone. Feeling better today I returned to duty.
- 24th Calm weather. Dried bundled and stowed away the bone. Put down the old fore top gallant back stays and sent up another pair which we found attached to the top gallant mast and yard that we picked up from the Indian Ocean.
- 25th A light breeze from the Northward. This morning our ^{watch} was engaged drawing yards from the top gallant back stays that were sent down yesterday, and preparing them to make up into rattling stuff there being none in the ship and our rigging needing rattling down a boom when the cry of there she blows was heard from the mast head and the boats were soon lowered it being about 8 o'clock A.M. and the Starboard Boat succeeded in taking a good sized whale which we took on side and cut in and after supper at 6 the ^{third} watch was set under
- 26th Beautiful weather there being a very light breeze from the N. Engaged boiling when about 7 o'clock we raised a whale and lowered for

Continues fine weather, raised more whales and lowered about 11 A.M. and the Larboard Boat fastened to a whale about the size of the last two taken, which took most of their line we pulling up in the Starboard Boat just in time to give them the end of ours to bend on and we then had the whale he soon came up however and the Bow Boat fastened and the Larboard Boat being now loose pulled up and our Pierce killed him the first lance he gave him we took him alongside and finished cutting about 7 o'clock P.M., having worked two or three the last hours by torch light. This afternoon there has been an abundance of whales in sight ^{Dead Blakes} to be seen in every direction,

29th Sunday. A light breeze and foggy as yesterday, at work boiling and stringing down. This morning the Lt. was called us as usual before we had time to eat breakfast and not going up instantly he came to the gang way and bawled out "Where are you there?" and on our going up he says looking at us "I'll give ^{you} all a thundering thrashing if you don't come up when you are called" not having time to eat our meals has been a cause of complaint all the voyage and is likely to be the remainder till we arrive at our native shore and are thus set free from the prison ship, for what other name can be given it when we have only 5 or 6 hours below out of the 24 and often 4 out of 6 and not even allowed time to force down our meals which require masticating more than any landward food under the sun in order to make it digestible consisting as it does of "Salt punk and hard bread."

31st This morning raised a sail on our Les Quarter having a light wind from the N.W. Saw whales and a lowered twice but without fastening engaged steering down in the after hold moving the boat from the storage to the run, about 7 o'clock this evening we ran down to the ship we saw this morning and the old man lowered a boat and went on board to get a barrel of sand for coopersing as we were entirely out. She proved to be the Maguet of Warren N.S. 25 tons out with 1700 lbs of oil had taken 70 lbs this season and was in a leaky condition pumping 600 strokes an hour, was now from the Southward and Westward, reported the Edward there with 300 lbs this season and the Capt Sick had been so most of the season, the M. is one of the ships with which we entered San Francisco Bay last season. She had picked up the whale we cut from on the 19th but she was too far gone to be of any service except from the ships when we worked on them. They sent it aboard the old boat all cut up ready for use, to them and they only saved the crew box which they knew it was our whale as they

September 1st Fine weather with a light breeze from the Northward and though although the greater part of the day has been almost a calm. Succeeded four or five whales most of the day the first time the Bow Boat fastened to a large cow whale which took her line the Starboard Boat coming up just in time to bend on her line and save it which they did by lashing the whale by dead-
ing the Trous. Other whales being in sight the Starboard went in pursuit and the Starboard & Bow Boats came alongside the Starboard having coiled her line the Bow took the Waist Boats line and they resumed the chase came alongside to get dinner they continued it nearly all day having harried 3 times during the day, it being so calm and still it is almost impossible to get near enough to fasten although the Boat Steers have stood up for what only getting near enough to dart and fasten to one they having heard on per-
ceived the Boat just in time to settle and escape the Trous. The Maquet in sight to respond whaling. Between coverings we managed to stow a few casks of oil.
Sept 2nd Have a light breeze from the N.E. with a thick fog this afternoon we lowered twice this forenoon for whales the 2nd time the Starboard Boat fastened to a large cow which ran them almost out of sight of the ship to windward when the signal was set for her to cut line which was done and she returned to the ship P.M. The Starboard watch received a watch below as it is fog consequently no whaling weather and having had but little sleep for the last few days we improved it in that way.

3rd The forepart of the day we had a strong breeze from the Southward and West which this afternoon died away to almost a calm with fog and a heavy rain. Plenty whales in sight this morning lowered about 7 o'clock and the Starboard Boat took a 50 barrel calf the cow being with it at the time she fastened but fearing something herself she made off leaving her calf behind which is unusual as when the calf is fast the mother usually remains to protect it thereby giving a chance to secure them both as was the case with those captured Aug. 12th failing in the attempt to get them both by first fastening to the calf he was turned up in a remarkable short time and took along side and cut in by 12 o'clock M. we lowered again after dinner but we thought

4th This morning we have a moderate breeze from the W. S. W. which increased to a strong one by night. Plenty whales in sight although very wild lowered 3 times and have been on so that the Boat Steers have stood up for three, the Starboard Boat darter darted the last time and missed him.

5th Sunday. Blowing a strong double reefed top sail breeze from the W. with a very rugged sea saw a number of whales and lowered for one this morning but a boat could hardly live without being fast and fortunately we did not get near him.

6th Blowing hard as yesterday from the Westward. There not being much prospect of getting another whale to boil with the calf this morning we started the works but have made but little progress that of having lowered 3 times but effected nothing as the whales were very shy the 2nd time down the Starboard Boat went on and the Boat Steers darted but at the same time another whale came up between the boat and whale and he did not fasten having no other alternative but to turn off on the starboard, the last time down the Starboard Boat slightly fastened one Trous darting under water just as he settled for

fortunately the Iron drew as it was about sundown and coming on foggy they probably would have had to cut from him.

Came in with a strong breeze from the N.W. with squalls of fog, saw some calfs this morning but they were so small the old man would not lower for them. About 8 o'clock A.M. we squared the yards for San Francisco standing to the Southward and Eastward. We finished hoisting about 2 o'clock P.M. the whale making 68 Hbl, while some were engaged scraping bone at 4 P.M. we sent up Studding-sail-booms and set fore-topmast and main-topmast about studding-sails the main-royal yard was ~~also~~ sent aloft and all sail being braced to bear the old craft was soon moving along at a fine rate towards our destined port, leaving far behind the spot where many a scene of toil and privation had been enacted during the past five months but this was shown to be our last cruise on the "Nor. West" and we sent the spars and sails aloft with better spirits and lighter hearts than we had felt for many a day, gladly bidding farewell to the crisscross ground where we had been so much exposed to danger and hardship and even been the painful witnesses to death itself whereby one of our shipmates had departed from this trouble some life under circumstances truly lamentable but it is to be hoped for another and far better where he will be called to pass through far happier and brighter scenes than in this world of care and sorrow.

About 5 o'clock when we was moving along at about 8 knots an hour the man at the weather head raised a dead whale on our weather bow we immediately hauled in studding-sails and luffed to for him, coming up with and running alongside of him he was considered too far gone to be worth lying by all night for. Consequently kept off our course and set the studding-sails again, it was thought by the Capt and officers to be the same whale the Bao Boat was fast to on the 1st.

After running off before a strong breeze from the N.W. with some fog steering S.E. by E. stood sea watches last night and to-day are engaged stowing down oil and scraping bone.

A fine strong breeze as yesterday, this morning steering S.E. till ten o'clock when kept off one point which brought the wind on our Starboard quarter and we were obliged to shift over studding-sails to that side. all hands at work scraping bone which we finished about 2 P.M. and stowed it below without bundling after which scraped the decks and trypworks and prepared to wash ship to-morrow.

Breeze remains strong and favourable, my watch having the morning watch on deck commenced cleaning ship by washing the bulworks and after breakfast all hands were kept up for that purpose this is quite an undertaking in ordinary ships but more especially in those like the Magudia where the Capt and Chief officer are so much influenced by pride as to be utterly regardless of the safety of the crew and willing to sacrifice their lives even rather than go in port with a little oil and dirt on the outside of the ship, so as that would never do. They would be deeply mortified and might fail to attract the attention of the navy-war and merchantmen if this was neglected but what was to be done we were running off before a strong breeze and

heavy swell at the rate of 9 knots causing the ship to roll heavily
consequently they knew it to be impossible to sling the stages
and work with the least degree of safety, but our Chief mate
perceptive faculties he is always ready to exercise in inventing
jobs and all manner of dexterity for the crew and is usually back-
ed by the Capt and many times forestalled by them in finding
some work up job for us. But before a fine plan as he thought at
last he was confident a portion of the bulwarks could be washed
by lowering the boats part way down consequently with the main
edge and I suppose though am not certain the order of the Capt. he
lowered the Bos Boat about half way down her side the ship roll-
ing then so that she occasionally touched the water even on the crown
and having furnished buckets of strong lye, ordered two men into her
Joseph Hatten and Frank a Portuguese they obeyed and had but just
commenced scrubbing when the ship gave a heavy roll to port, raising
the boat as she struck the water causing the forward tackle to unhook
filling her immediately and as she swung aft and the ship roll-
ed back to Starboard being fast by the after tackle she was carried
away with a tremendous crash by deaving the stowage post out.
I was scrubbing the Starboard bulwarks inside and was not aware of
the boats being lowered, till I heard the crash and the mate cry
out that "The boat is gone" I rushed to the side just in time to
see the men and wreck go floating astern leaving her stowage post
swinging by the after tackle. The old man being below hearing the noise
rushed on deck, the wheel was put ^{round} Starboard, but before
a strong breeze with a heavy press of sail on even to topmast
and topgallant-studding sails same time ensued before she could
be brought to the wind and coming to so suddenly before the goods
could be hoisted up caused such a tremendous shaking and clatter
of sails and rigging as I had never before heard making every timber in
the old ship tremble and carrying away the fore topmast-studding sail
boom with another load crash together with the men running fore and aft
and the Capt giving orders his voice raised to the top of his lungs
rendered it a scene of the most confusion I ever witnessed. Before
a boat could be lowered safely and pulled to them they were
half a mile from the ship, one being on the boat which was bottomed
the other on the life buoy which always hangs over the stern, they were
safe enough to be sure though not in very enviable situation they were
however soon relieved and taken on board safe with no other injury
than the fright and a thorough wetting, but had it not been for a know-
ledge of the art of swimming which they both possessed it would probably
have been otherwise and I should now be recording their deaths in which
case the awful responsibility must have rested on the Capt and mate.
A line was run from the wreck to the ship by which means we hauled it along
side hoisted her in on deck, ^{spared the yards and kept off the lower} cleared the stump of the studding sail boom
and rigged out another in its place and set the sail again and afterwards
the deck of the wreck were all as busily employed cleaning ship

as before ~~throughout~~ attempt was made to wash outside but all hands
all day were hard at work clearing inside scabbing decks ^{with strong lye} 3 or 4 hours
Last night in the first watch it still blowing hard with a
heavy sea having two men at the wheel it unshipped and be-
fore tackles could be got on the ship heaved to which caused
all three top-gallant ^{and the flying jib} sails to be split into ribbons and came
near carrying away the masts but after re-shipping the wheel
we succeeded in getting her off before the wind and securing
the fragments of sails to the yards till this morning when it
being more moderate they were sent down and spare ones sent up
and bent in their places and this forenoon our watch are engaged
repairing the flying-jib which is not so badly damaged as the top-
gallant sails - thus we have had a boat washed away and four sails
blown to ribbons within the last twenty-four hours what comes next
remains to be seen perhaps something more serious yet. This afternoon
the decks not appearing white enough to suit this weather the
Starboard watch were obliged to go through the old process of
giving them a thorough scraping fore and aft although they were
thoroughly scrubbed with lye yesterday.

2nd Sunday, This morning we took the wind ahead it having hauled
to the Southward & Eastward, we work going on although it is singular
all hands were not kept scrubbing ship.

3rd A moderate breeze although it remains unfavourable, all hands
outside some engaged making scrubboards while others are
washing the outside of the ship although she is throwing water on
the weather bow so as to wet to the skin the men as they stand
on the stages it is of no consequence as long as they succeed in
cleaning her if they do suffer from the wet and cold, this P.M.
we scraped the decks off again fore and aft.

4th The wind hauled around to the N. and W. again and we all even-
ing off before it with studding sails set aloft and aloft. Rove
the cables on deck and got the anchors off the bows, sent up
sky-sail-poles and made all preparations for entering port, not
coming up with the Bay before night came on we took in sail and
5th Flooded off and on till this morning when we found we were too
far down the coast having run past the Bay yesterday P.M.
and were now becalmed close in to the land with a heavy swell
settling in consequently were obliged to wear the boats and tow her
off till we caught a light breeze when we commenced beating to wind-
ward but having only a light wind we made but little progress dur-
ing the whole day. This forenoon the Starboard watch being be-
low too of them both Portuguese got into some dispute which ended
in blows with bloody noses and scratched faces the malt hap-
pening to be forward on the fore-castle heard the noise and jumped
down in time to part them and ordered them aft and informed the
Capt. who called the watch up and having inquired into the cir-
cumstances gave the aggressor who had been below off duty most of the season.

9 lashes, and the other 3 with an end of a rope, there was an instance of favour and partiality shown the Portuguese part of the crew which had been extended to them during the voyage. Had the parties been Americans they would have escaped with nothing less than being seized up in the rigging taking at least a dozen lashes each with a piece of rattling stuff as had been the case in the former part of the voyage for a similar offence.

16th This morning we have a light beating breeze and at daylight could distinguish the entrance to the Bay saw a bark come out. It stood along down the coast also two ships to windward bound in which proved to be the vesper of N. London and Covington of Warren. I shot boards brought us to the mouth of the entrance where we had a fair wind for the town which lies about 8 miles from the entrance up the S. E. branch of the Bay having but a light breeze we did not arrive at our old anchorage off the town of San Francisco till about 2 o'clock P.M. the vesper having proceeded as some half hour, and the Covington having followed us in came to at San Francisco. ^{where there were several wharves packing in goods and water} here we found our old friends the Tasso and the Pequena the Tasso with her ^{as a Chilean ship} Confederation and a schooner called the Citizen of Sag Harbor. Her spars looked precisely as we had left her a year ago. There was also lying here an English bark a Lumber Drogger discharging cargo when she was to take in ballast and proceed to Columbia River and then for the Sandwich Islands and from thence to China — and the Evele a Boston brig trading on the coast. Besides several schooners and other small craft. After surveying the harbour I cast an eye at the town and was much struck with the change which had been wrought in the short space of twelve months. New houses, shops, and shanties of almost every description had been erected (as I was afterwards informed) upwards of a hundred in number — new lots had been fenced off and sites for new houses been formed some with the houses just erected others half completed and some undergoing the finishing stroke of the carpenter and just ready to be transferred to the painter, all bearing evident signs of a prosperous business. After furling sails we moored ship and arranged everything for at least a month's stay in port having more than usual to do being obliged to coffer part of the cargo. Besides re-criming ship, painting, &c —

This morning while beating up to the Bay all hands were engaged to attend the sale at auction of clothes and things ^{which} belonged to our lamented shipmate Fitzgerald. The Capt acted as auctioneer and disposed of them for their full value. Poor Charley! how it brought to mind the exciting scenes of danger through which we all safely passed but him and many a sigh was given as we gazed on the apparel worn by him who was now no more — every garment looked so familiar it hardly seemed a reality that they never would assume that form which we could imagine them almost capable of, but where rests the body of him so much beloved and attended by shipmates and friends? The blue waves are his winding sheet and the coral rocks his

Stags Island of New Zealand
February 2. 1846

This morning after breakfast Joseph Austin
and myself were in the fore-castle when
the chief mate came forward and sung out
"who's down below there?" we immediately went
up and when I got as far as the top-works on
my ^{way} aft the mate comes up behind me and
kicks me whereupon I turn around and looked
at him when he seizes the end of the main
top-gallant sheet (an inch rope) and strikes
me 12 or 15 blows, saying "turn around to strike
me will ye?" Damn your eyes most of the crew
saw this, the Capt being on board at the time.

pillow; there it rests as safely, as if deposited within the inclosure of our own Mount Auburn, or in the dark tomb of some consecrated Church.

17th We were engaged landing water casks in order to make room for coopersing oil the ensuing week. This day has been marked by a circumstance of rather a serious nature which happened on board the vesper which were as follows. It seems during the cruise the crew had become dissatisfied with their chief mate who had in several instances been so arbitrary and overbearing as to cause a good deal of ill feeling to exist on the part of the crew, and which gave rise to what followed, as some of the crew were heard to threaten his life on their arrival in port and to-day it was attempted to be put in execution by one of a boats crew (A colored Portugee belonging to the Capt. Do Beads) who had been ashore on duty, and having been on too intimate terms with the "Old Fashioned Bottle" had returned about three sheets in the wind, as Jack says, and being in the fore-castle the mate came to the gangway and called this man by name and ordered him to come on deck but not obeying the order the mate took a piece of rope and went below in order to force him up and having dealt him several blows with the rope which was exactly the Portugees sense of feeling he drew his knife from its sheath and stabbed Mr Lee the mate in the side, a physician was called who pronounced the wound dangerous though not mortal and he was immediately removed to the shore to the residence of the doctor, while the Portugee was waited on by the town authorities in the person of R. Ridley a sheriff and was being taken ashore when they were met at the landing by Capt. Clark (who had been absent from the ship at the time of the affair) who demanded the prisoner to be given up into his hands and strange as it appears this unreasonable request was complied with and he was taken back on board the ship by the Capt and by him seized up given six dozen lashes on the bare back with two strands of 18 thread rattling stuff and then taken on shore on landing from the boat he was unable to stand being so badly lashed he was taken to the calaboose and there imprisoned with a guard over him to prevent his escape, thus ended this serious affair which came so near proving fatal in its results caused by one man attempting to enforce an obedience to orders upon another while he was under the influence of that Liquid Poison which sets the brain on fire and drives reason from her throne, what excuse Capt. Clark gave for taking the law into his own hands and not letting the justice of the law punish the criminal as the evidence in the case dictated I could not learn but he was heard to say to the officers on leaving the shore for the purpose of going on board previous to the flogging "I'm going to give him a— I'll learn him better than to stab my mate, how he executed his intention has been seen.

18th was employed landing the remainder of the casks, clearing the decks of all useless lumber and other trash, sanding up barboards for hoisting, and making all necessary arrangements for the tedious job of coopersing oil

for it is no small undertaking to cooper a cargo of oil for the coast
have all to be hoisted out even from the lower hold full containing
from 5 to 10 barrels each. This afternoon there was an auction
of the spars, rigging, cables, and anchors belonging to and saved
from the wreck of the bark Moscow which had gone ashore
where near San Diego she was owned by Capt. Phelps her comman-
der who has since bought the far-famed ^{big} Malek Adhel of
government which was taken from the Mexicans by the U. S. Ship
of Los Warren on the coast last season she is well known all
over the world having been engaged in every variety of trade from
a U. S. government vessel to a pirate she had visited every sea
and left her wake in almost every ocean and sea on the globe
and was at last converted into a hide drogher on the coast of
California, our Capt attended this auction and purchased a large
quantity of trash, such as sails, rigging, spars, and an anchor
with out cable, and some flour & meat &c, the old rigging was
bought I suppose for no other purpose but to help us at work
on the passage home making spinnaker, sunset, &c.
The brig Mary Ann of Honolulu arrived this afternoon 3
days from thence via San Diego with a cargo of potatoes &c
9. Sunday, Today the Starboard watch were given liberty ashore, all
the cooper who belongs to our watch having permission to accept
an invitation given him by some friends ashore to a ride on horse
back accompanied them for that purpose and having procured a
fine horse joined the party and they all set out together for
the Mission a distance of only 3 or 4 miles, they were in high spi-
rit anticipating a fine time and none wore a happier countenance
and anticipated more pleasure by a pleasant ride than did
the cooper of the Magnolia but like many others on similar
occasions he was doomed to disappointment, everything went well
till they had gained half the distance when a trial of the
speed of their horses was proposed and all being agreed on
they started and soon the animals were at the top of their
speed each rider urging on his own to his utmost power hop-
ing to outrun the others on they dashed but unfortunately in
the heat of the race the Coopers horse planted his fore foot in
a hole in the ground causing him to stumble and throwing his
rider with great violence to the ground striking on his left
side and badly bruising that ~~side~~ of his face, and be-
wildering his senses for several hours, he was taken up and brought
back on board the ship and providentially was found not to be
dangerously injured, although it was a miraculous escape.
This morning the old man came on board and ordered the blay-
ing pins scraped they being composed of white bone had become
a little rusty, during the cruise, but what appeared strange to us
and caused hard feelings towards him was that no other time would do
but Sunday, however we did it with as good grace as we well could

